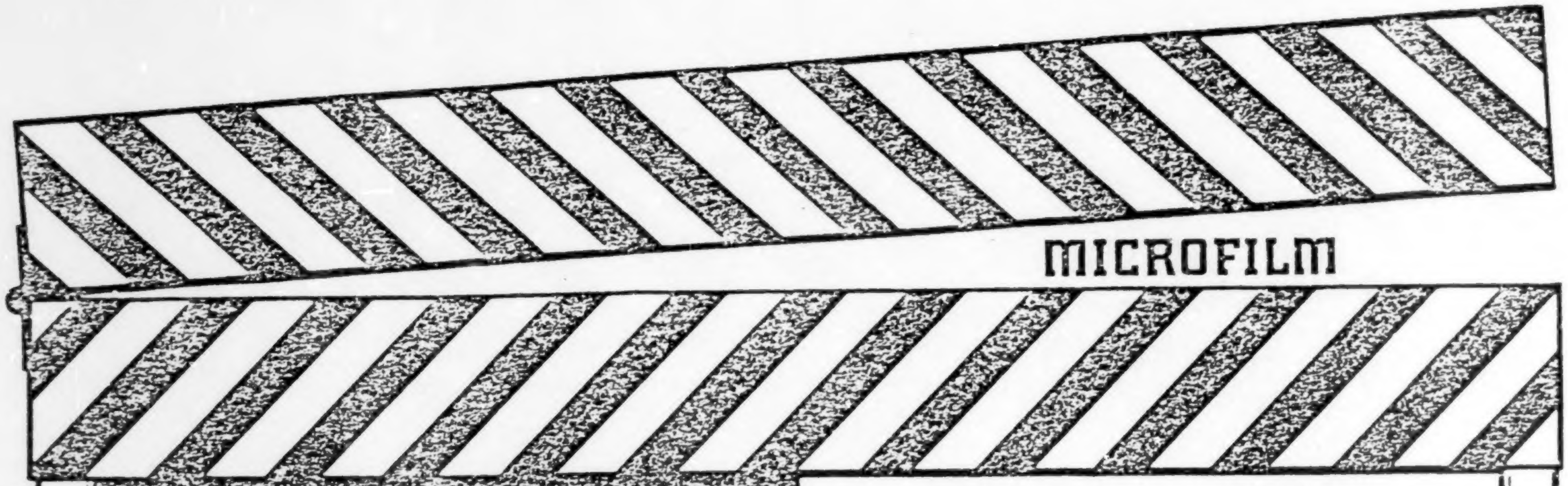


START OF ROLL

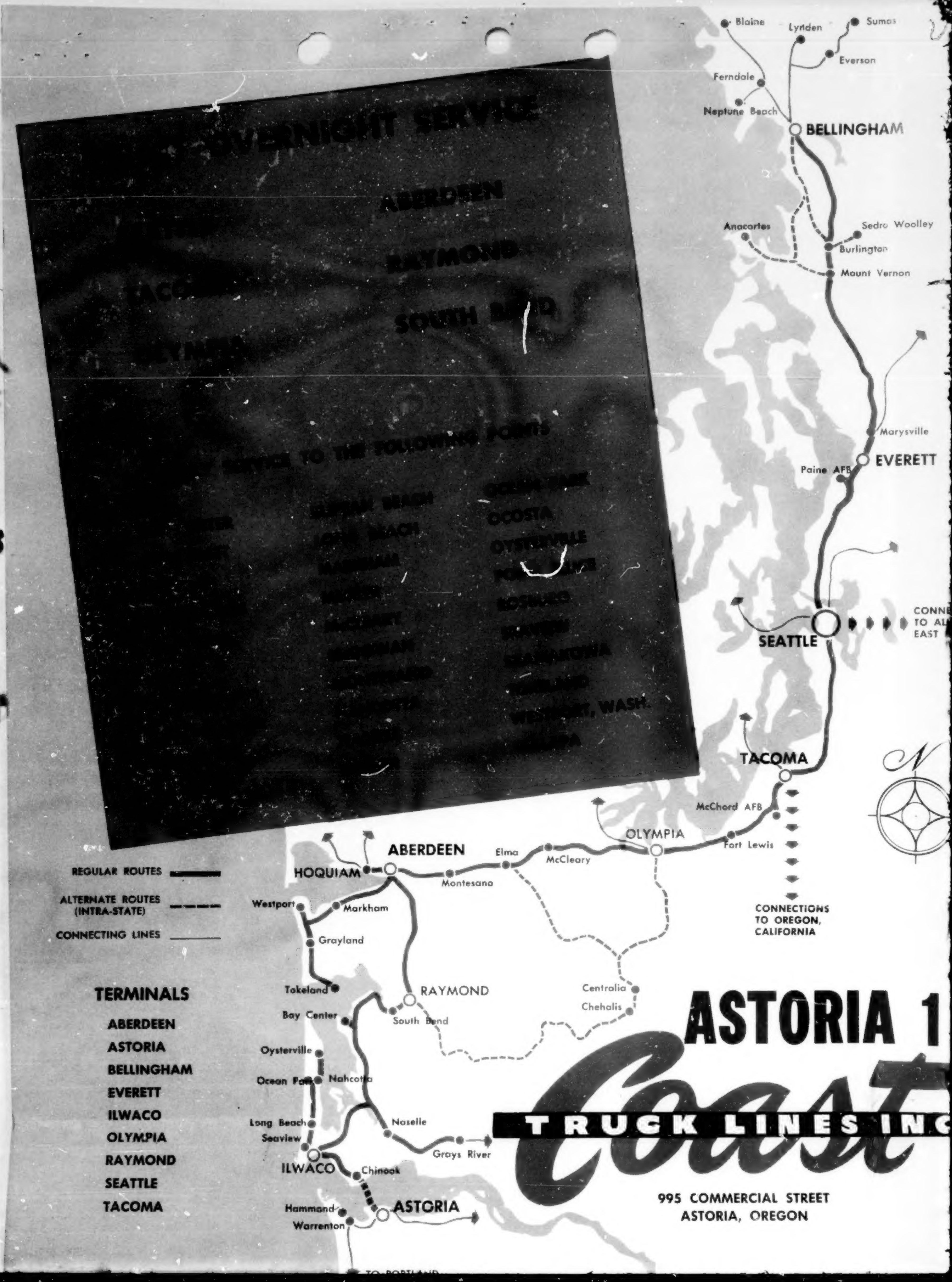
ROLL NO.

115

Construction
Contracts

Begins # 6268 folder #2
6268 folder #2 continues from
reel 114

F-003-1(16) Astoria Br. Steel Super- 1963
structure, Columbia River Br.
#6268 Folder # 2



[illegible] OVERNIGHT SERVICE

ABERDEEN

RAYMOND

SOUTH BEND

[illegible] SERVICE TO THE FOLLOWING POINTS

OCOSTA

OYSTERVILLE

WESTPORT, WASH.

TERMINALS

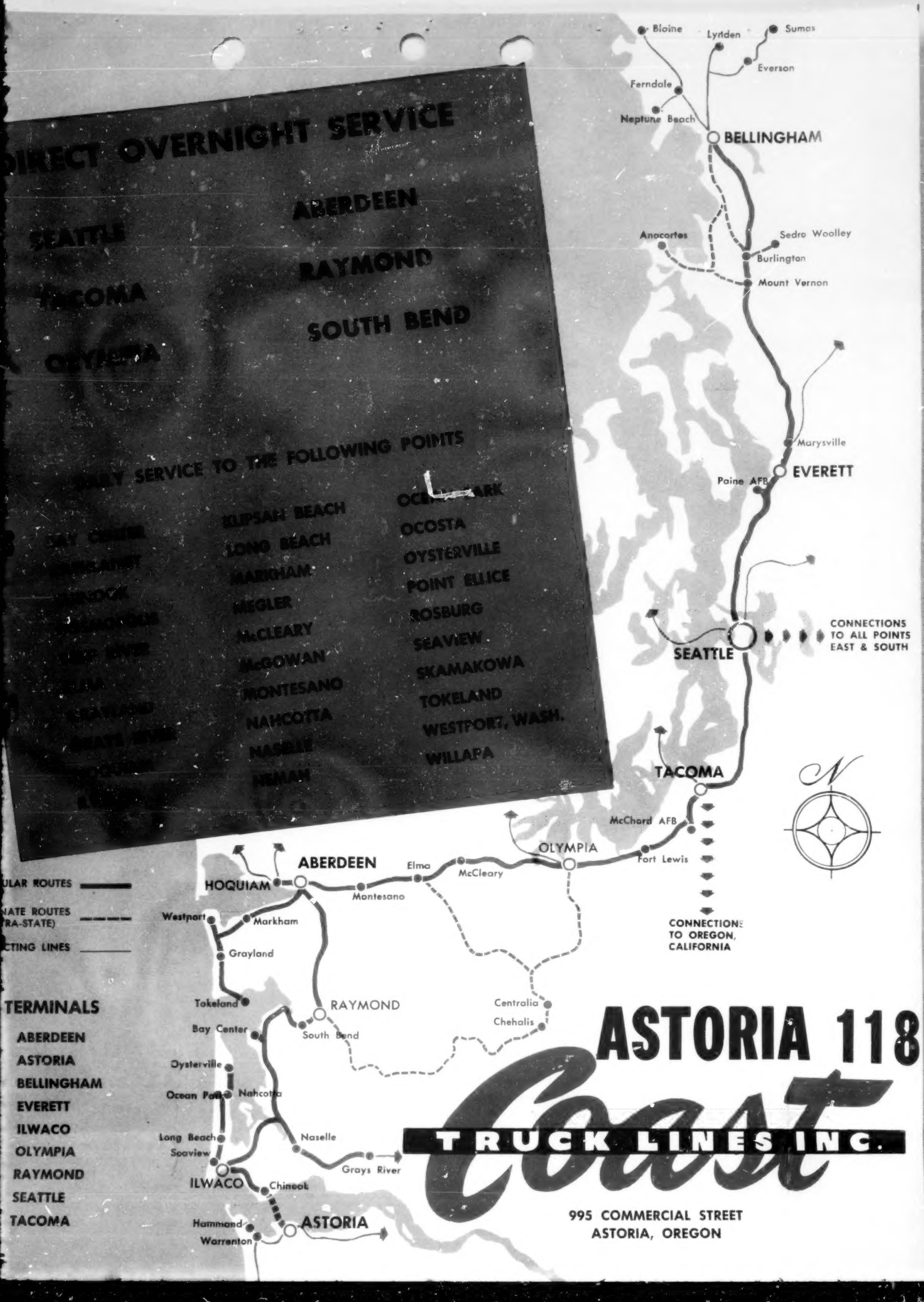
- ABERDEEN
- ASTORIA
- BELLINGHAM
- EVERETT
- ILWACO
- OLYMPIA
- RAYMOND
- SEATTLE
- TACOMA

ASTORIA 1

Coast

TRUCK LINES INC

995 COMMERCIAL STREET
ASTORIA, OREGON



DIRECT OVERNIGHT SERVICE

SEATTLE **ABERDEEN**
TACOMA **RAYMOND**
OLYMPIA **SOUTH BEND**

DAILY SERVICE TO THE FOLLOWING POINTS

BAY CENTER
CATHLAMET
CHINOOK
COSMOPOLIS
DEEP RIVER
ELMA
GRAYLAND
GRAYS RIVER
HOQUIAM
[illegible]
KLIPSAN BEACH
LONG BEACH
MARKHAM
MEGLER
McCLEARY
McGOWAN
MONTESANO
NAHCOTTA
NASELLE
NEMAH
OCEAN PARK
OCOSTA
OYSTERVILLE
POINT ELLICE
ROSBURG
SEAVIEW
SKAMAKOWA
TOKELAND
WESTPORT, WASH.
WILLAPA

ULAR ROUTES
NATE ROUTES (RA-STATE)
CTING LINES

TERMINALS
ABERDEEN
ASTORIA
BELLINGHAM
EVERETT
ILWACO
OLYMPIA
RAYMOND
SEATTLE
TACOMA

ASTORIA 118

Coast TRUCK LINES INC.

995 COMMERCIAL STREET
ASTORIA, OREGON

DIRECT OVERNIGHT SERVICE

SEATTLE
TACOMA
OLYMPIA
ABERDEEN
RAYMOND
SOUTH BEND

DAILY SERVICE TO THE FOLLOWING POINTS

BAY CENTER
CATHLAMET
CHINOOK
COSMOPOLIS
DEEP RIVER
ELMA
GRAYLAND
GRAYS RIVER
HOQUIAM
ILWACO

KLIPSAN BEACH
LONG BEACH
MARKHAM
MEGLER
McCLEARY
McGOWAN
MONTESANO
NAHCOTTA
NASELLE
NEMAH

OCEAN PARK
OCOSTA
OYSTERVILLE
POINT ELLICE
ROSBURG
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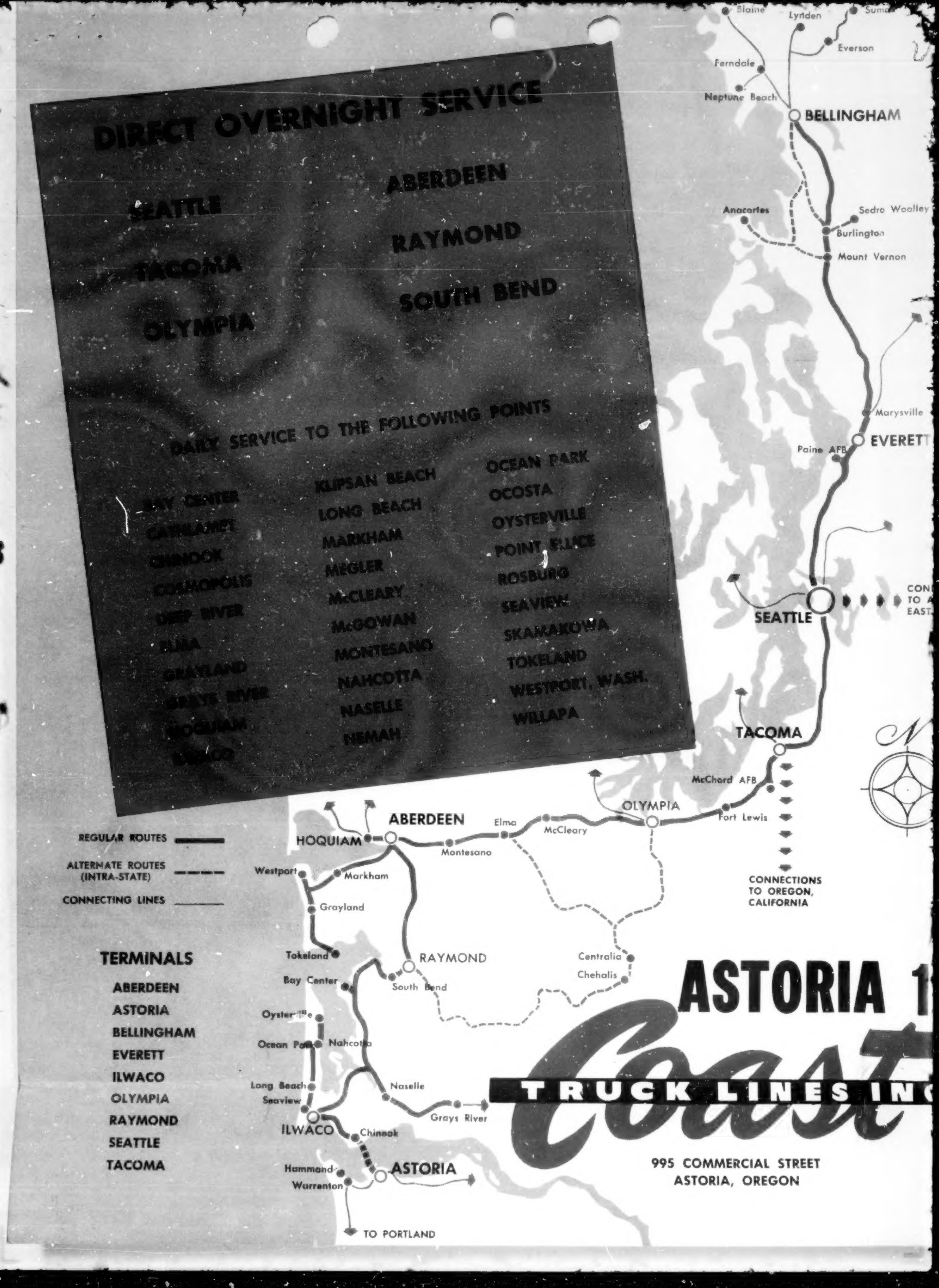
WILLAPA



TERMINALS

ABERDEEN
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ASTORIA 1
Coast
TRUCK LINES INC

995 COMMERCIAL STREET
ASTORIA, OREGON

DIRECT OVERNIGHT SERVICE

SEATTLE
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ABERDEEN
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DAILY SERVICE TO THE FOLLOWING POINTS

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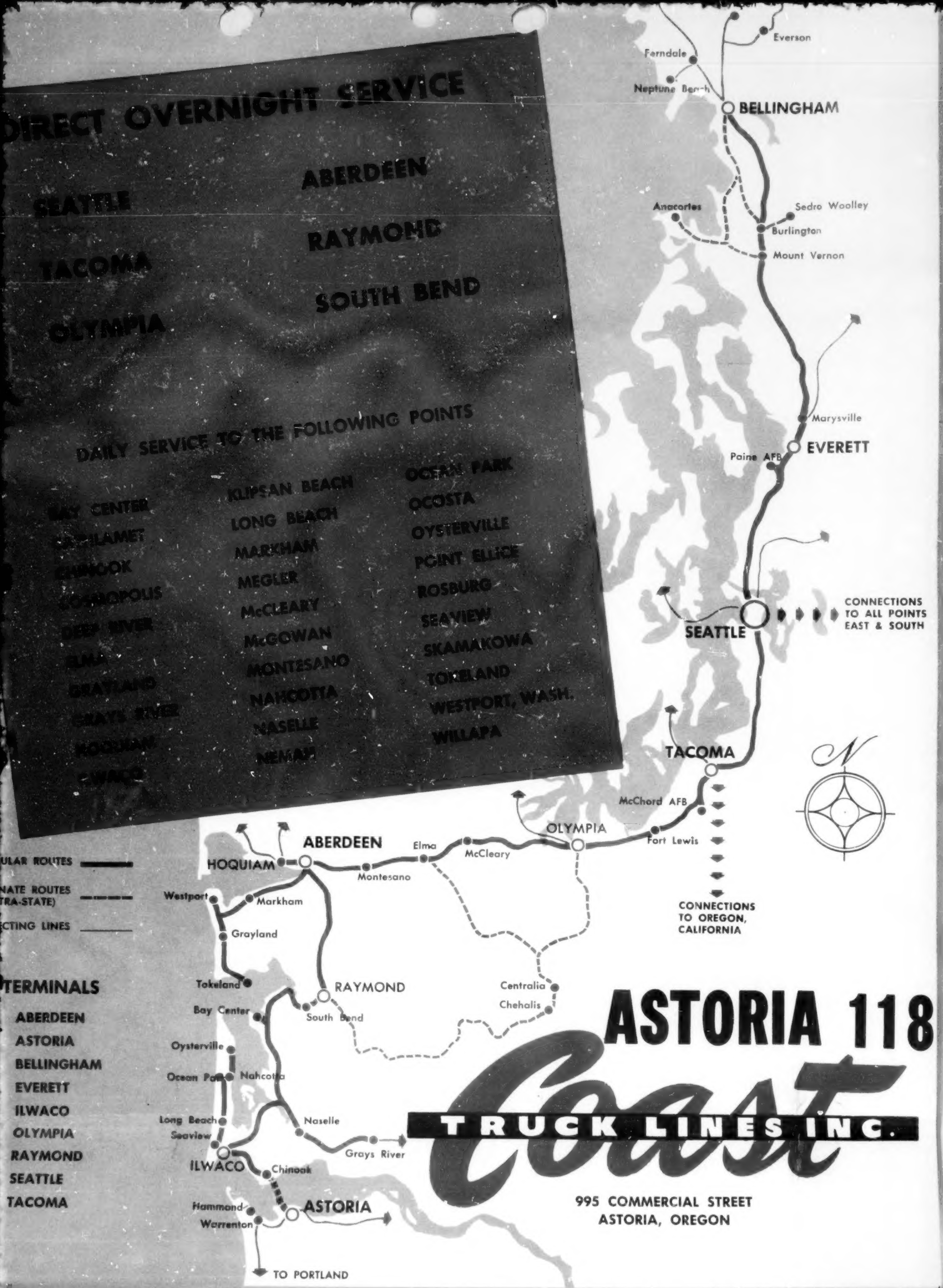

ASTORIA 118

Coast
TRUCK LINES INC.

995 COMMERCIAL STREET
ASTORIA, OREGON

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6268 [illegible]
[illegible]

Statement Concerning

A TRANS-COLUMBIA RIVER BRIDGE

between

MEGLER, WASHINGTON and ASTORIA, OREGON

January 31, 1957

Submitted by:
R.J. Bettendorf, Manager
Port of Astoria
Astoria, Oregon

Three years ago, the Washington Toll Bridge Authority; the Oregon State Highway Department; Pacific County, Washington; and the Port of Astoria, Oregon executed a quadripartite agreement for the purpose of determining the feasibility of a toll highway brdige across the mouth of the Columbia River on U. S. Highway no. 101 between Megler, Washington and Astoria, Oregon. The Port of Astoria was designated as the sponsor and the Port contracted with nationally recognized firms for engineering, traffic and financial studies to be made of the proposed bridge. These studies, completed in mid 1955, determined that the construction of the brdige was feasible and economically sound and would pay for itself from tolls over a reasonable number of years. The total project cost was estimated at $25,430,000. The net toll revenues available for debt service over a 46 year operating period was estimated at $66,213,000 while the level debt service requirement for a 4% revenue bond issue was placed at only $65,000,300. But because the traffic during the early years of bridge operation was not sufficient to meet the interest and principal requirements during those early years, it was not feasible to finance the bridge with revenue bonds in an amount sufficient to cover the entire project cost. The financial report recommended that the financing program be one in which fifty per cent of the cost be financed with revenue bonds and fifty per cent be obtained from other sources as a loan to be repaid after the retirement of all revenue bonds. Under that program, the toll revenues were adequate to pay all expense of operation and maintenance and to redeem all bonds within 26 years of operation. Thereafter, the fifty per cent obtained from other sources could be repaid with interest within the following twenty years. The Port of Astoria has made a thorough investigation of possible sources of such a secondary loan to no avail.

During the last six months several conferences were held with the Governors of Oregon and Washington and the Highway Departments of the two States, discussing possible methods of financing the bridge. Construction cost estimates have been brought up to date by the Oregon Highway Department and they have estimated that in the last 18 months, cost increases have raised the construction cost of the bridge 20% or to $30,500,000.

In early November of 1956 the Oregon Highway Engineer reported to his commission that at a conference with the Washington Director of Highways, it was their consensus that because of the increased construction costs it was not considered feasible to construct the bridge with revenue bonds. In lieu of revenue bonds, he submitted to his Commission a financial program which called for the issuance of State guaranteed bonds, which by their nature would carry a lower interest rate than a revenue bond. Under this program, calculated at a 3% interest rate, the bridge would pay for itself from the toll revenues in 47 years of operation. The first eleven years of operation would require the advancement by the two states of an annual average of $103,00 each to supplement the toll revenues to meet the bond requirements but after the first eleven years, the toll revenues were sufficient to meet the bond requirements and repay the advancements made by the states. The marketabillty of this financing program was referred to the Port of Astoria for investigation.

The Port of Astoria has conferred with several financial instutions about this program and all have agreed that under previous bond market conditions this program would be readily saleable in the money markets but because of the present "hard money" policy of the federal government, it would not be possible to obtain an interest rate as low as 3% on this type financing program at this time. However, there is a difference of opinion among the financial people as to how long the present high cost of borrowing money will prevail with estimates varying from six months to a year. We are of the opinion that within two years this situation will change and for that reason we believe that the preparing of the final designs and specifications should be commenced now. It will require between twelve to eighteen months to prepare the designs and once completed it will then be possible to call for the construction bids at any time it appears to be the most desirable.

The need for a modern highway bridge across the mouth of the Columbia River has long been recognized. Here is the only remaining gap in the continuous ribbon of pavement on U.S. Highway No. 101 which extends from the Mexican Border to the Strait of Juan De Fuca.

In the early 1930's, an organization known as the Oregon-Washington Bridge Trustees was formed for the purpose of building a toll highway brdige across the mouth of the Columbia River at an estimated cost of about $6,000,000. An application was made for a P.W.A. grant to supplement a revenue bond issue. The construction of this brdige was opposed by selfish interest groups and the P.W.A. grant was denied by the Department of Interior on the grounds that the project was not financially sound. Time has proven the error in their decision as traffic counts on Highway 101 have far exceeded those projected at that time.

A ferry system is an antiquated and uneconomical system for transporting vehicualr traffic across the mouth of the Columbia River. Time is of the essence and the traveling public's most valuable asset. The motorist desires an uninterrputed path in his travels from point to point and he is not satisfied when he is required to wait a half hour, or during the winter months. an hour and a half when he reaches the dock a few minutes late. He is even more dissatisfied when the vehicles in line ahead of him make up several capacity loads and he must wait patiently for periods up to four hours. His only other recourse is to drive 100 to 150 miles out of his way to reach a point only four miles across the river.

Overloads during the tourist season are a continuous problem. For example, during the months of July and August of 1956, there was at least one overload every single day, ranging up to 200 cars. On July 8th at 5:00 p.m. there were 200 cars backed up at the Megler landing and these cars were delayed from one to four hours before getting across the river. Overloads, meaning hours of delay to the traveler, the resident and the commerce of the area, are not only a tourist season problem but occur during other periods of the year. Sundays, holidays, good clam tides and summery weather are a likely guarantee of delays to the motorists caused by overloads. With the three ferries running at carrying capacity, only 85 vehicles can be moved every hour and a half.

The trip across the river takes approximately three-quarters of an hour. During the winter months, the crossing is sometimes rough and, therefore, takes longer. Occassionally service is fully interrupted for several hours because of weather conditions. Recently, the ferry did not make a single trip during one day because of the weather conditions. Vie a bridge, the crossing would be made in about 5 minutes and with no waiting delays because of missing a ferry, overloads or weather conditions.

In this age it seems inconceivable that on a federal interstate primary highway there is a portion of it upon which the motorist can travel only during a specified period, and during the balance of the day a roadblock is placed across the highway.

Todays highways are the arteries that carry the life blood of commerce. With the ferries there cannot be a normal flow of commerce. Trucks travel principally at night during which time there is no ferry service. The ferries limit truck heights and weights to maximums below those permitted by law on the highways and certain flammable commodities, common to commercial highway transporting are prohibited.

One can easily imagine how quickly and without cost consideration, a 4 mile section of U.S. Highway 99 would be improved should a condition develop where that section was open only fifteen hours a day and it took the motorist and trucker, 45 minutes to travel through that section or required him to wait one and a half or more hours before being able to proceed, or the inconvenience and cost to a commercial trucker who arrived after the night barrier was erected and had to sit and sleep in his truck for nine or ten hours waiting for the barrier to be removed.

Highway 101 offers the vacationing public some of the most beautiful scenic and recreational areas in the United States. It taps, in Oregon and Washington, a sportsman's paradise for hunting. The fishing in the coastal bays and rivers along its route is world renown, and many historical points of interest connected with the early history of the West in Oregon and Washington are reached from this highway. The tourist business is the third largest industry of the two states but it is being stifled along 101 because of the reputation of the Astoria-Megler ferry has for time consuming delays. These delays have been passed by word-of-mouth by those who have encountered them to thousands of potential visitors and with each repetition of the experience, the story is expanded.

The traffic survey conducted by Coverdale and Colpitts for the proposed bridge estimated that in 1954 there were 89,000 vehicles using other crossings across the Columbia River which would have used a bridge at Astoria had one been there. They also reported that over the seventeen year period from 1937 to 1954, the Astoria-Megler Ferry had an average annual rate growth of 6 per cent; the Longview Bridge, 8.8 per cent; and the Interstate Bridge, 4.9 per cent. For the 7 year period from 1947 to 1954, they reported that the average annual rate of growth for the ferry had been 1 per cent. These figures show that even with its handicaps, there has been some growth in the ferry traffic but the percentages when applied to the ferry volume make the actual traffic increase insignificant compared to the other two bridges. In 1954 the total ferry traffic was 133,999 vehicles. Coverdale & Colpitts estimated that the traffic would have increased over two and one-half times to 343,199 vehicles for that year had there been a bridge. Their traffic estimates are considered as being on the conservative side because they were projected for financing the bridge on a revenue bond basis.

With a ferry system at the mouth of the Columbia River, the economy of the southwest corner of Washington and the northwest corner of Oregon can not be expanded to its fullest potential. These areas are being by-passed by the tourists and the open gap in Highway 101 is restricting the interchange of commerce between the two States in these areas. The economy of the entire coastal areas of the two States is being affected by this gap.

We have the old chicken-and-egg problem. The traffic and the areas affected are never going to build up to support a bridge until a bridge is built to generate the growth. Where would we in the Northwest be today, industrial wise, had not the federal government built our great power dams? Where would television be had the public waited to buy sets until there were programs to watch and the networks and sponsors had waited until the public bought sets before they did any telecasting? The answer to our situation is to build the bridge because it will rapidly generate the traffic to pay for itself.

Though the construction of a bridge between Megler and Astoria is much more costly than at a site further upriver, we are firmly convinced that the proposed site would provide the maximum benefits. A bridge further upriver would not generate as much traffic and it would not bridge the gap in highway 101. It would not connect populated areas and would start nowhere and end nowhere. It would add around 30 miles of travel in connecting the populated areas of Pacific county with Highway 101 on the Oregon side and it would not expand the trading areas of the populated sections of Pacific and Clatsop Counties.

We believe that the entire State will benefit by this bridge and that its construction is a Statewide project for both Oregon and Washington. State, County and local government recognize the need for it to serve highway traffic and to stimulate further development of the tributary areas. All agree that someday it will have to be built. It is our contention that there should be no further delay in its construction because delay will only result in a higher cost to the people for the project. In the early 1930's this bridge could have been built for $6,000,000. Today the cost is $30,500,000. This is an increase of 500 per cent. Each additional year of delay will further increase the cost and make the financing more difficult. We cannot wait for the traffic to force the construction because only the bridge itself, can generate the volume of traffic to make that possible. For every 10% increase in present construction costs, it is going to take around 65,000 additional vehicles per year to recover that cost.

Therefore, we respectfully recommend to this committee that the necessary appropriation and enabling legislation be enacted in this legislature to permit the Washington State Highway Commission and/or the Washington Toll Bridge Authority to complete the bridge designs and to finance and construct it at the earliest possible date in cooperation with the Oregon State Highway Commission.

We also respectfully request this committee to introduce the necessary legislation which in cooperation with the Oregon State Highway Department would permit the two states to place the Megler-Astoria crossing on the Federal Primary Highway system. Such action would permit the usage of any federal funds which might become available for this project.

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STATE HIGHWAY COMMISSION MEETING

Delegation Port of Astoria

Date November 8, 1956

Time 2:00 P.M. -- NOA

Name	City or Town	Capacity
Wm. R. Manion	Seaside	Port of Astoria
J. D. Waterhouse	Gearhart	"
R. J. Bettendorf	Astoria	"
Floyd Wright	Warrenton	"
Chas. Dafoe	Astoria	Chamber of Commerce

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F-6-OR-1 (16)

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Salem, Oregon
February 13, 1957

Astoria Bridge

Mr. Robert L. May, Jr.
Acting Chief Counsel

Preliminary engineering and report on the Astoria bridge over the Columbia River was done under a cooperative agreement between the State of Oregon, through its State Highway Commission, the Washington Toll Bridge Authority, Pacific County, Washington, and the Port of Astoria, the Port of Astoria taking the lead in furthering the project. The Tudor Engineering Company was employed for a fee of $50,000 to make the preliminary studies and report.

Under date of March 16, 1954, the Port of Astoria entered into an agreement with the Tudor Engineering Company through approval of the proposal by that company, copy of which is attached. I call your attention to the first two paragraphs on page 5 of this proposal, under which the Port agreed with the Tudor Engineering Company that they should do the final engineering, including preparations of contract, plans and specifications, should the project go forward either within three years of the postponement or within two years of the end of any war in which the United States may be involved.

As you know, there is a bill pending in the Legislature directing the States to make further engineering studies and to prepare plans for the structure. I would appreciate advice as to whether this agreement entered into by the Port of Astoria would in any way affect the States in proceeding with the work should the Legislature pass the bill now before it.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

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FEB 13 1957
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Salem, Oregon
February 12, 1957

Astoria Bridge

Mr. W. C. Williams

Estimate of construction cost (Tudor 1955)	$23,400,000
Add 20% for increased cost	4,680,000
Estimate of construction cost (1957)	$28,080,000

To cover all costs including interest during construction requires:

At 3% interest rate	$32,900,000
At 4%	34,000,000

If financed by 3% bonds, a subsidy from other sources of $2,260,300 distributed over 11 years — maximum per year $313,600
Assuming opening to traffic in 1962 the bonds could be retired in 2007, a period of 45 years

The total interest would be	$38,660,040
and total debt service	71,560,000
Adding subsidy	2,260,300
Total cost	$73,820,300

The best that could be hoped for even with guaranteed bonds is a 4% issue maturing in 30 years. This would require a subsidy throughout the entire period averaging $849,000 per year varying from $1,342,000 to $257,000 per year.

The total cost would be	$58,800,000

A 4% bond issue with principal retired from revenue, but with deficit in early years by subsidy from other sources, would be retired in 2016, a period of 54 years. A total subsidy of $7,565,000 over the first 21 years is required, averaging $360,200 per year with a maximum of $720,400 per year.

G. S. Paxson

GSP:hi

NOTE: Matter in *italics* in an amended section is new; matter ~~[lined out and bracketed]~~ is existing law to be omitted; complete new sections in a bill containing amended sections begin with **Section** .

FORTY-NINTH LEGISLATIVE ASSEMBLY—REGULAR SESSION

House Bill No. 297

Introduced by Representatives HOLMSTROM and AHRENS, BACK, BARTON, CADY, CHINDGREN, RAY DOOLEY, DUNCAN, ELFSTROM, ELLIOTT, FLEGEL, GIESY, GRENFELL, GROENER, GRUBB, HOWARD, JONAS, KELSAY, KERBOW, KLEMSEN, LENT, McCLELLAN, MEEK, MONAGHAN, PECK, SAVAGE, SCHEDEEN, SKELTON, STADLER, TOM, WELLS and WILDERMAN and Senators BOIVIN, BRADY, CHAPMAN, CHASE, COOK, CORBETT, FRANCIS, GLEASON, HOPKINS, LEWIS, NATERLIN, PEARSON, SCHLESINGER, SWEETLAND, THIEL and WILHELM and read first time January 28, 1957

A BILL FOR
AN ACT

Relating to a bridge over the Columbia River at or near Astoria, Oregon; appropriating money; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

Section 1. As soon as possible after the effective date of this Act the State Highway Commission shall enter into negotiations with the appropriate officials of the State of Washington for an agreement with regard to the construction of a bridge over the Columbia River connecting the highway designated as U. S. Route Number 101 at or near Astoria, Oregon, with the highway designated as U. S. Route Number 101 at or near Megler, Washington.

Section 2. (1) Upon the satisfactory completion of preliminary negotiations under section 1 of this Act, the State Highway Commission shall immediately commence and proceed with all reasonable speed to cause surveys, plans, specifications, designs and cost estimates to be prepared and all other things to be done or prepared

First Draft To be revised in Committee

that are necessary before the invitation of bids for construction with regard to the bridge referred to in section 1 of this Act, including necessary rights of way, approaches and connecting roads.

(2) In carrying out the provisions of subsection (1) of this section the commission may:

(a) Consult, cooperate and enter into agreements with the Government of the United States or any of its agencies, the State of Washington or any of its agencies or political subdivisions, any agency or political subdivision of this state or any private person, association or corporation. Any agency or political subdivision of this state may consult, cooperate and enter into agreements with the commission for the purposes set forth in section 2 of this Act.

(b) Accept and expend moneys from any public or private source, including the Government of the United States, made available to the commission or this state for the purpose of carrying out the provisions of subsection (1) of this section.

~~Section 3. Upon the satisfactory completion of preliminary negotiations under section 1 of this Act, the State Highway Commission may procure rights of way necessary on the Oregon side of the Columbia River for the construction of the bridge referred to in section 1 of this Act, including approaches and connecting roads, in the same manner and in accordance with the procedure otherwise provided by law for the acquiring of rights of way and real property by the commission.~~

Section 4. In addition to and not in lieu of any other moneys authorized to be expended from the State Highway Fund for the biennium beginning July 1, 1955, and the biennium beginning July 1, 1957, the State Highway Commission may expend out of the State Highway Fund such sum, not exceeding $200,000, as is necessary for

1-28-57

the purposes set forth in section 2 of this Act, and such sum, not exceeding $250,000, ~~as is necessary for the purposes set forth in section 3 of this Act.~~

Section 5. This Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Act shall take effect upon its passage.

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F-693-1(16)
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PAUL D. SPEER
MUNICIPAL FINANCE CONSULTANT
FINANCIAL 6-0858

33 South Clark Street
Chicago 3, Illinois

Paxson

January 28, 1957

Mr. R. J. Bettendorf, General Manager
Port of Astoria
c/o Hotel Olympian
Olympia, Washington

Dear Mr. Bettendorf:

I regret very much that my schedule will not permit me to attend the hearing in Olympia on this coming Thursday. I have had brief discussions on the proposed Astoria-Megler Bridge with the Chairman of the House Committee and with the Director of Highways. I am sure that you will find these people anxious to co-operate with the Port and Pacific County as well as the State of Oregon to whatever extent is possible.

I have stated to them my views previously reflected to you that due to a combination of greatly increased costs of construction, as reflected by the Oregon Highway Department, and a very sharp rise in interest rates, that this bridge apparently can not be financed under present conditions from the traffic and toll revenues estimated by the engineers. The estimated cost of construction is now at least twenty per cent higher than when the engineering report was made and interest rates applicable to this type of bond have risen nearly fifty per cent. It does not seem that the construction costs have now stabilized, but for the time being at least, interest rates have stabilized and even strengthened a bit at least to the extent that large revenue bond issues properly secured can again be presented in the market with some hope of success.

In all projects of this nature it is essential that prior to the financing the total costs of construction must be determined, not by estimates but by actual firm contract bids. Naturally, it is impossible to secure such bids unless and until complete designs have been made and complete information as to location, funds, conditions and approach requirements have been secured. So far, there have been no funds in connection with the Astoria-Megler Bridge to carry forward these studies. As we all know, the highway program and bridge program throughout the United States is expected to be of proportions far beyond anything we have seen in the past. Funds which are being made available for the Interstate system quite naturally are releasing other funds for projects of lower priority. However, at the present state of planning on this bridge, it would be impossible to either solicit or qualify for any funds which might become available due to the lack of complete and final information on costs and conditions bearing thereon. By that I mean

NOTED
G. S. PAXSON

should some agency approach the Port today and state that funds were available under certain conditions and that they would like to know what would be needed, you would be unable to give them an accurate answer.

It has always been my opinion that this bridge is a needed highway link of the Pacific Coast and that once it were constructed, it would attract adequate traffic over a period of years, not exceeding fifty, so that it would become self-liquidating. This view has not been altered as a result of changed conditions of costs mentioned above. It is my opinion that the reports received so far indicate the advisability of continuing studies on this bridge for the purpose of determining:

1. the various unit quantities required to be removed or constructed;
2. the most desirable design and connections;
3. the best location within the limits of the traffic engineering studies;
4. the cost of construction and the length of time required; and
5. the financial feasibility of the bridge and the supplementary help, if any, which may be required.

I do not believe that the extent nor type of supplementary help can be determined until the information outlined above has been secured. I believe that with that information in hand, the people of the two states will be ready to meet any contingencies that might arise.

There are various types of supplementation, one of which of course is capital supplementation. Within that particular field there are also distinctions. In some instances capital has been contributed as a grant. In other instances capital has been contributed on the basis of a loan, possibly a junior loan. Another type of supplementation would be on an annual basis. Within this type there are various kinds ranging from a contribution of operation and maintenance expenses up through actual amounts covering all or a part of debt service. I believe that the Federal Public Roads Law under certain conditions permits matching funds to be used to retire principal. At the present moment, it would seem that any supplementation would have to include the following conditions:

1. that it be continuous so long as needed;
2. that it be in a predetermined fixed amount; and
3. that if on a repayable basis, repayments start after the debt had been liquidated.

You will probably have available copies of the July 27, 1955 report which was based upon low cost estimates and on a much better bond market. The same principles however still prevail. In my opinion it would be very much worthwhile if the means were found to carry forward and complete the studies so that a final course of action may be determined and information will be available for any turn of events. I hope that this letter will be of some help, and you may feel free to use it in connection with your presentation before either State.

Best regards,

PDS/gbt

PAUL D. SPEER

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F-203-10-1

[illegible]

January 24, 1957

Honorable Robert D. Holmes
Governor of Oregon
Salem, Oregon

Dear Governor Holmes:

Reference is to a letter addressed to you by Julia Butler Hansen, Chairman of the House Highways Committee, Washington Legislature, relative to the joint Senate-House hearing on the proposed Columbia River Bridge between Megler and Astoria.

Mrs. Hansen had previously requested my attendance at this meeting, as State Highway Engineer of Oregon, and at the Highway Commission meeting in Portland on January 22 and 23 Mr. R. J. Bettendorf, Manager of the Port of Astoria, requested the State Highway Commission to designate me as the representative of the Oregon Commission at the hearing. The Highway Commission designated me as its representative and instructed Mr. G. S. Paxson, Assistant State Highway Engineer who has charge of all bridge design and construction for the Oregon State Highway Department, to be present with me at the joint hearing.

It may be possible that one of the Commissioners themselves may attend the hearing, but in any event the Commission will be represented.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi

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FEB 8 1957

FOR FILING
F-003-1 (16)

6268

STATE HIGHWAY COMMISSION MEETING

Delegation Port of Astoria and Astoria C of C re proposed bridge across Columbia River at Astoria, and other local matters.

Date January 23, 1957

Time 2:00 p.m.

Name	City or Town	Capacity
R.J. Bettendorf	Astoria	Mgr., Port of Astoria
Chas. DeFoe	"	" Astoria Chamber of C.

NOTED
H. B. GLAISYER

AGENDA
JAN 23 1957
D

January 17, 1957

Mr. R. J. Bettendorf
Manager, Port of Astoria
Astoria, Oregon

Dear Mr. Bettendorf:

This note is simply to confirm the appointment that I made for you yesterday to discuss with the State Highway Commission at its meeting next week matters pertaining to the proposed bridge across the Columbia River at Astoria. This meeting of the Commission is scheduled to be held in Portland on Tuesday and Wednesday, January 22 and 23. Delegations will be heard on the second day, January 23, on which day I have reserved for your convenience fifteen minutes of time starting at 2:00 p.m. The meeting place is the [illegible] Room in the basement of the Imperial Hotel.

Mr. DeFoe asked for a few minutes to present to the Commission a request for construction of a small parking area at locations where the Chamber of Commerce plans to erect some large signs calling tourists' attention to attractions in the Astoria vicinity. It will be quite satisfactory for him to present such matters to the Commission immediately following your presentation. I am so informing him by a carbon copy of this letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]:sar
cc: C. DeFoe, Manager
Astoria Chamber of Commerce
Astoria, Oregon

Commissioners
W. C. Williams

Jan. 23, 57

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January 18, 1957

Oregon State Highway Commission

Gentlemen:

For your information I attach hereto a copy of a letter recently received from E. J. Bettendorf, Manager of the Port of Astoria. This letter you will find self-explanatory. I have not replied to Mr. Bettendorf, as he has asked for a hearing and will appear before you at the Commission meeting next Wednesday.

The proposal as set forth in this letter in my estimation cannot be considered, as it would be totally inadvisable, if not impossible, to allocate such an amount of federal-aid funds. In effect, this would take over one-third of all the funds available for the primary highway system in the entire state of Oregon for the next three years.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi

cc Mr. Forrest Cooper
Mr. G. S. Paxson

[illegible] ASTORIA
[illegible] 2420
[illegible] Astoria, Oregon
COMMISSIONERS:
[illegible] ALBERT E. BIESMAN, Treasurer
[illegible] Vice-Pres. WM. R. MANGON
RICHARD J. BETTENDORF, Gen. Manager

January 7, 1957

W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

I wish to apologize for not stating more clearly the financing proposal outlined in my letter of December 24. From your letter of January 3, I feel that I did not explain it properly.

First, the intent of the proposal is that the entire project would be on a cooperative basis between the two states of Oregon and Washington thru their respective highway departments.

Secondly, the issuance of the $18 million in bonds would be divided between the two states or issued on some basis upon which the two states would agree. Under the bond schedule attached to the original proposal, the repayment of the bonds and all interest would come entirely from the net toll revenues of the bridge. No highway funds of either state would be required to supplement the toll revenues for retirement or interest on the bonds. Operation and maintenance costs would also come entirely from the toll revenues. The purpose of issuing a general obligation type of bond is to obtain the lowest interest cost and though the bonds would be a lien against a state's gas tax revenues, no gas tax revenues would be used to retire the bonds or to pay interest. As stated before, the net toll revenues from the bridge would be sufficient to meet the bond retirement requirements. In using the term "general obligation bond", I refer to the type Oregon would issue. In the case of the state of Washington, the bond would be a gas tax revenue bond.

Thirdly, the amount of federal-aid primary highway money used in the project would be divided between the two states. For illustration purposes in the proposal, this amount was placed at $16 million and it is intended that each state would allot one-half or $8 million of this amount from their federal-aid primary highway allocations. Over a 3 year period, during which time the bridge would be under construction, it would require each state to allocate $2.66 million each year from their federal-aid primary highway allocation. It is thought that the whole amount needed from federal-aid allocations would not be required in advance of normal year to year allocations of such funds by the federal government. It is thought that with the $18 million raised thru the bond issue and the $5.33 million federal-aid money allocated by the two states each year during the 3 year construction period, sufficient moneys would be on hand at all times to meet construction progress payments.

It is recognized that under the formula the Oregon Highway Department divides their highway expenditures, there would not be sufficient federal-aid primary money allocated to Division II to supply the $2.66 million required each year over the 3 year construction period. However, it is felt that because of the magnitude of this project and because of its need and the economic benefits to be derived from it, this project is an entire state project for both states. Certainly more than one Highway Division in each state would derive direct benefits from a bridge. The $2.66 million federal-aid funds required each year during the 3 year construction period could be deducted first from the total federal-aid allocation and the balance then divided between the Divisions according to formula. We understand that the state of Washington allocates their funds on the basis of need.

The construction of the bridge is costly and unfortunately it is not a highway project which can be done "piece meal" over a period of time. During the last ten years construction costs have risen around 100% and from twenty-five years ago, around 500%. Costs will continue to rise and the longer the delay, the greater the cost of the bridge will be. Eventually a bridge will have to be built and it would appear from all things concerned that this project should be considered in the light of one that has to be done and as rapidly as possible. It does not seem that any large sums spent on the ferry operation can be considered appropriate under these conditions.

I believe the above suggested proposal is worthy of your full consideration.

Very truly yours,

PORT OF ASTORIA

R. J. Bettendorf

RJB:s

R. J. Bettendorf, Manager

P.S. The proposal as outlined above and in my letter of December 24 covers the total cost of the project and would be divided between the two states.

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STATE HIGHWAY COMMISSION

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Bridges
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January 3, 1957

Mr. H. J. Bettendorf, Manager
Port of Astoria
Astoria, Oregon

Dear Mr. Bettendorf:

This is in reply to your letter of December 24 presenting a financing scheme for the Astoria Bridge. I have reviewed this quite carefully and there are three very definite hurdles that would have to be surmounted if such a proposal were adopted.

First, while the total amount of money for federal-aid construction for the coming five years, including both the Federal Government's allocation and the State's matching money, is $741,000,000, the larger portion of this, $668,000,000, is to be spent on the Interstate System. The remainder, $73,000,000, is, by federal allocation, divided between primary, urban and secondary federal-aid highways. The total amount available for primary state highways is $37,600,000 for the entire state over the five-year period.

The highway expenditures are divided among the five divisions of the state in accordance with a formula which has been used for many years. In Division II, where Astoria is situated, the total amount of money for primary highways within the next five years is $7,291,000. This is made up of the federal share of $4,375,000 and the State's money of $2,916,000. You will note that an allocation of $16,000,000 of federal aid to this one project would require all the money for primary highways in Division II for the next five years plus money for an additional six years at the same rate that is available under the current five-year program. It would mean that no primary federal-aid construction of any kind could be undertaken for the entire second division for at least 11 years.

The second major hurdle lies in the fact that if the bridge were to be built, the entire amount of money for the project must be made available within a three-year period to meet construction costs. Federal aid cannot be handled in this manner. We cannot obtain future federal aid, as the moneys are allocated year by year.

The third major problem is in the issuance of some $18,000.000 of bonds which would be paid back from highway revenues. Payments of such a bond issue over any reasonable period of time would seriously affect the State's ability to match federal aid available for other divisions of the state.

I am sorry to present such a gloomy view of this situation, but it seems best that we have all the facts in the open, so that the true picture can be seen. It would seem now that we should continue to explore possibilities but admit that as of the present date none of the former proposals are workable, considering the present bond market.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Commissioners
Mr. Forrest Cooper
Mr. G. S. Paxson

GSP:gm WCW:hi

RICHARD J. BETTENDORF, Gen. Manager

December 24, 1956

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

A thought has been advanced for financing the proposed Astoria-Megler bridge which may or may not be feasible and practical. Possibly it might open some other avenue of thoughts for financing.

In principle, this proposal would have the two states declare the river crossing as part of U.S. No. 101 and be made a part of the federal primary system. The figures presented in the proposal are not intended to be absolutely accurate but do serve to outline the proposal. Under the proposal, 50% of the construction costs would be obtained from the federal government under the federal-aid primary highway allocations. A 50% matching basis has been used though it is understood that for Oregon this percentage would be closer to 60% federal government participation.

• Cost of construction	$32,000,000	
Less 50% federal-aid	16,000,000	
		$16,000,000
Interest during construction	$2,412,800	
Less interest earnings	550,000	
	$1,862,800	
Reserve for debt service	137,200	
		2,000,000
Required Bond Issue		$18,000,000 ✓

• Allowance of $1½ million for increasing construction costs

Attached is a schedule for the repayment of the $18 million bond issue at a 4% interest rate. The bonds would be general obligation or gas tax revenue bonds.

Under the schedule the first five years interest would come from reserves and net revenues. During the next four years, net revenues and reserves would pay interest and retire some principal. Starting in the tenth year, net revenues would cover both.

This proposal would use up a very large percentage of each year's allocation of federal-aid primary funds over a three year period but once this period was passed there would be no further problem in that. No state money would be required to subsidize the operation and the total cost of the bridge would come to about $53 million compared to about $74 million for a 3% full bond issue.

In theory this proposal appears to be a sound one.

We have been informed by unofficial sources that we would have the support of the Washington Highway Department in securing legislation for an appropriation to continue with design and study of the bridge and we understand that Julia Butler Hansen, Chairman of the House Roads and Highway Committee in the Washington legislature has some ideas of her own on the project and is favorably inclined towards completing the designs and obtainment of right-of-ways. All in all, things are looking very favorable from a Washington participation standpoint. Much better than I had anticipated.

Wishing you and your staff a Very Merry Christmas and Happy New Year.

Sincerely,

PORT OF ASTORIA

R J Bettendorf

R. J. Bettendorf, Manager

RJB:s

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OREGON
STATE HIGHWAY COMMISSION

Cost. 32,000,000.00 ½ Cost = [illegible]
Int during Const. 2,412,800.00
" Earned = [illegible]
[illegible]
16,[illegible]
17,862,[illegible]
[illegible] Reserve

137,800
1,862,200
2,000,000

Year	Gross Revenue	Maintain Operate	To 4% Interest.	Total Expense	Bond Principal	Total Debt Serv.	Reserve	Debt
1958	2,000,000	—	720,000	720,000	—	720,000	1,280,000	18,000,000
9	330,000*	—	"	"	—	"	890,000	"
1960	165,030*	—	"	"	—	"	335,000	"
1	769,788*	152,000	"	872,000	—	"	287,700	"
2	808,500*	"	"	"	—	"	221,200	"
3	832,500*	167,000	"	887,000	25,000	745,000	145,700	17,975,000
4	865,800*	"	719,000	886,000	"	744,000	103,000	17,950,000
5	900,800*	227,000	718,000	945,000	"	743,000	35,400	17,925,000
6	936,300*	"	717,000	944,000	"	742,000	3,400	17,900,000
7	973,900	"	716,000	943,000	34,000	750,000	800	17,866,000
8	1,012,800	"	714,640	941,640	71,000	785,640	460	17,795,000
9	1,053,300	"	711,800	938,800	114,000	825,800	760	17,681,000
1970	1,095,500	"	707,240	934,240	162,000	869,240	220	17,419,000
1	1,137,800	232,000	696,760	928,760	209,000	905,760	260	17,210,000
2	1,180,000	"	688,400	920,400	259,000	947,400	860	16,951,000
3	1,222,000	"	678,040	910,040	312,000	990,040	820	16,639,000
4	1,264,400	"	665,560	897,560	367,000	1,032,560	660	16,272,000
5	1,306,700	"	650,880	882,880	424,000	1,074,880	480	15,848,000
6	1,348,900	"	633,920	865,920	483,000	1,116,920	460	15,365,000
7	1,391,100	"	614,600	846,600	544,000	1,158,600	960	14,821,000
8	1,433,300	"	592,840	824,840	609,000	1,201,840	420	14,212,000
9	1,475,500	"	568,480	800,480	675,000	1,243,480	440	13,537,000
1980	1,517,800	"	541,480	773,480	744,000	1,285,480	760	12,793,000
1	1,560,000	237,000	511,720	748,720	812,000	1,323,720	040	11,981,000
2	1,602,200	"	479,240	716,240	886,000	1,365,240	0	11,095,000
3	1,644,400	"	443,800	680,800	963,000	1,406,800	600	10,132,000
4	1,686,600	"	405,280	642,280	1,044,000	1,449,280	920	9,088,000
5	1,728,900	"	368,520	606,520	1,128,000	1,491,520	300	7,960,000
6	1,771,100	"	318,400	555,400	1,216,000	1,534,400	0	6,744,000
7	1,813,300	"	269,760	506,760	1,306,000	1,575,760	540	5,438,000
8	1,855,500	"	217,520	454,520	1,401,000	1,618,520	520	4,037,000
9	1,897,800	"	161,480	398,480	1,499,000	1,660,480	880	2,538,000
1990	1,940,000	"	101,520	338,520	1,602,000	1,703,520	360	936,000
1	1,982,200	242,000	37,440	279,440	986,000	973,440	767,120	00

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STATE HIGHWAY COMMISSION MEETING

Delegation Port of Astoria re financing of Astoria Bridge across Columbia River

Date December 18, 1956

Time 2:15 p.m.

Name	City or Town	Capacity
F. L. Wright (spokesman)	Astoria	Pres., Port of Astoria
R. J. Bettendorf	"	Mgr., "
C. DeFoe	"	Mgr., C of C
Vern Ayer		

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Cost
Bridges
Interstate

Astoria

Salem, Oregon
December 14, 1956

Columbia River Bridge
at Astoria

Mr. W. C. Williams

I have had Mr. Blensley compute the annual payment necessary to retire a $34,000,000 bond issue in 30 years at 4 per cent interest. On a level date service program, this would require $1,960,220 per year.

G. S. Paxson

GSP:gm

Mr. Williams. —

a $34,000,000 bond issue retired in 30 years at 4 percent interest will require subsidy from the States throughout the period varying from $1,342,520 to $287,720 per year.

Total subsidy over period	$25,468,400
Net revenue " "	33,338,200
Total cost	58,806,600

average annual subsidy $848,947

~~25,468,400~~ Subsidy
~~34,[illegible]~~ Bonds Int

	Required	Revenue	Subsidy
1960	1,960.220	617,730	1,342.520
61		648.500	1.311.720
62		665.500	1,294,720
63		698.800	1261.420
64		673,400	1.286.820
65		709.500	1,250.720
66		746.900	1,213.320
67		785.800	1,174.420
68		826 300	1,133.920
69		868.500	1,091.720
70		905.800	1.054.420
71		948,000	1.012 220
72		990.200	970.220
73		1,032.400	928.820
74		1.074,700	885.520
75		1,116.900	843.320
76		1.159.100	801.120
77		1.201.300	758 920
78		1,243.500	716 720
79		1,285.800	674 420
80		1,323.00	637.220

1981	1,960,220	1,365,200	595,020
82		1,407.400	552.820
83		1,449.600	510.620
84		1,491.900	468.320
85		1,534,100	425,120
86		1.576.300	383.920
87		1,618,500	341,720
88		1,660,800	299.420
89		1,703,000	257.220
			3.834.180

$34.000,000 issue at 4%.

21.634,220
3 834 180
$25,468,400

Subsidy $25,468,400
Net. Revenue 33.338,200
Total Cost 58,806,600

average annual subsidy $848,947

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DEC 20 1956

PAUL D. SPEER
MUNICIPAL FINANCE CONSULTANT
FINANCIAL 6-0858

33 South Clark Street
Chicago 3, Illinois

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Const
Bridge
Interstate

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December 14, 1956

astoria

Mr. R. J. Bettendorf, Manager
The Port of Astoria
Smith Point
Astoria, Oregon

Dear Dick:

I have a hunch that I am going to hear from you by telephone later on in the day, but I thought I had better get this letter started.

Lykiema and I held a conference with Altfillisch of Chapman & Cutler and went over with him the entire situation and background. The problem which he raises respecting contribution of gas tax monies by the State of Washington for instance to an Oregon body such as your Port, or on the other hand, by a Washington body such as the Toll Bridge Authority, was quite serious. We all agreed that in any event there is going to have to be an agreement or compact between the two states if there is to be any joint contribution. We finally decided that the type of organization which could command the strongest legal foundation for commitments by either or both states would be a joint authority handled under a compact between the two states much like the Port of New York Authority and the Delaware River Port Commission. There are others in addition.

Such authorities operating as they do under a compact which has the practical effect of a treaty between the two states and confirmation by Congress would have great powers to contract with either state or with the Federal government in support of any of its projects. It seems to me that such a body contract with either state, either for initial capital help or for annual contributions could make the contract stick. Of course it would require court approval, but it seems to me that the timing would permit that. Furthermore, such a body would probably have the advantage of being able to deal directly with the Federal government if aid were forthcoming from that source.

As a result of our conversation, we instructed Mr. Altfillisch to examine the possibilities and, to prepare, if it seemed feasible, typical legislative acts for each state. We have asked him to do this as soon as he could, but he has not given us any exact time. I am sure that he is going to look up the compacts between those other states as well as taking a look at the Oregon and Washington laws.

The other type of legislation would involve authority for each state to issue bonds payable from its gas taxes and to contribute the proceeds of those bonds to the joint cost of a bridge at Astoria. This too would

NOTED
G. S. PAXSON

Mr. R. J. Bettendorf
Astoria, Oregon

December 14, 1956

involve setting up a joint entity for the purpose of operating the bridge in order that the net tolls might be distributed to the two states to enable them to reduce the debt service supplied from their respective gasoline taxes. We did not instruct him to deliver legislation along these lines because we figured that if a joint entity was to be established, only one bill covering that should be introduced.

As soon as you have had a chance to digest these comments, and if you want a bill drafted to provide for the issuance of bonds to pay half the cost of the bridge, that type of law should not be difficult to draw. As a matter of fact, I would suggest that the attorneys for the Oregon Highway Department or Highway Commission draft a law on their behalf which would authorize the issuance of such bonds and make them payable from the gas tax in the first instance. They would know the maturities which they would prefer which, as I have said before, should be up to 25 years and not exceeding 30 years.

One other thing which we should very definitely not overlook is the possibility of Federal aid. It would seem unlikely that the bridge could ever come under the Interstate Bill because of the specifications of the approach highways, but it very definitely could come under the ordinary matching Federal aid if the two highway departments would recommend that it be placed on the Federal aid system. This would take care of half the cost of construction and would leave the amount to be paid by the two states at a much lower level.

I realize that this letter is very late, but we are doing the best we can.

Regards,

PAUL D. SPEER

PDS:pd

cc: Mr. W. C. Lyklema

COPY

PAUL D. SPEER
MUNICIPAL FINANCE CONSULTANT

Financial 6-0858

33 South Clark Street

Chicago 3, Illinois

December 10, 1956

Mr. R. J. Bettendorf, Manager
The Port of Astoria
Smith Point
Astoria, Oregon

Dear Dick:

This is not in any respect to take the place of the final recommendations of A. C. Allyn and Company and myself, but is designed to respond to your phone call of Saturday evening in which you requested an answer to the state's proposal. I had not understood that this was a proposal, but I will endeavor to answer it now.

In the first place it seems to me that there is no possibility of securing 50 year money on any basis at a rate of 3%. That would require the revision substantially upward of the retirement costs set forth by the state in their letter of November 13th. In my opinion, the entire thinking regarding the financing must be realigned to current market conditions in view of the substantial changes not only in interest rates but also in the ability of the market to absorb large amounts of bonds, and particularly of long maturity. A gas tax revenue bond of either or both states could not be issued to mature beyond 30 years and preferably within 30 years. Even at that, the present market would probably require a coupon rate of 4%. It therefore becomes necessary to entirely realign any proposed financing.

Revenue bonds of a 35 to 40 year maturity could probably be sold in an amount not exceeding $12,000,000. at an interest rate of 5%. Such bonds would require the use of all or a part of the gross revenues for debt service until the net revenues reach $900,000. per year, which occurs in 1970. By using the entire gross from 1961 to 1965 and thereafter $900,000. per year through 1969, such bonds would probably be retired about 1981.

The net money available for construction from such bonds after deducting construction interest and crediting interest on construction funds, and after deducting expenses would be about $10,000,000. This would require supplementation by $24,000,000. combined state bonds which would produce after construction interest and crediting interest on construction funds, approximately $21,000,000. The total then would be $31,000,000. for construction purposes.

If we add the cost of retiring those bonds to the assistance in maintenance and operation, and if we begin to mature the bonds in 1966 at the rate of $750,000., gradually increasing so as to keep debt service reasonably level, there would be a total cost to the two states, including interest, principal and operation and maintenance, of $33,500,000. by 1980, but there would still be outstanding $9,125,000. of bonds which would be retired from net bridge

Exhibit M

Mr. R. J. Bettendorf, Manager
Astoria, Oregon

December 10, 1956

revenues by 1987. It would seem that the outstanding bonds could probably be refunded in 1980 and arrangements made to also refund whatever portion of the state contributions the two states decide to recoup.

Quite obviously it would be cheaper to do the whole thing by state bonds. Assuming a principal amount of $35,000,000. of 4% bonds, the interest would amount to $1,400,000. per year and the net revenue would not be that much until 1982. Level amortization within 30 years would require supplementation of net revenues beginning in 1961 for a period of 28 years and would be in the amount between the difference in net revenue and $2,100,000. per year. Quite naturally it would be assumed that the outstanding bonds would be refunded into bridge revenue bonds as soon as the market would support them, either with or without supplementation. Very obviously the supplementation would run from an estimated high of $1,451,500. in 1961 on down.

I set up $12,000,000. 5% bridge revenue bonds and $24,000,000. 4% state bonds and enclose a photostat of that payout but I don't think you should use it. I believe the best possible effort now is to secure legislation which could be used when the bridge has been designed.

I notice that the Supreme Court of Washington has just knocked out the toll road bonds, but I don't know whether they referred to the pledge of gas tax or just to the duplicity in the title.

Best regards,

PAUL D. SPEER

PDS:pd
Enc.

cc: A. C. Allyn and Company, Incorporated

Gross	O & M	Net	To D. S.	Add Reserve	Avail. For Service	Int.	Year	Principal Paid-Par	Total	Bonds (1,0
800,500	(152,000)	648,500	800,500	300,000	1,100,500	600,000	1961	0	600,000	12,0
832,500	(167,000)	665,500	832,500	500,500	1,333,000	600,000	2		600,000	12,0
865,800	(167,000)	698,800	865,800	733,000	1,598,800	600,000	3		600,000	12,0
900,400	(227,000)	673,400	900,400	998,900	1,899,200	600,000	4	110,000	710,000	11,89
936,500	(227,000)	709,500	936,500	1,189,200	2,125,700	594,500	5	380,000	974,500	11,5
973,900	227,000	746,900	900,000	1,151,200	2,051,200	575,500	6	360,000	935,500	11,15
1,012,800	227,000	785,800	900,000	1,115,700	2,015,700	557,500	7	380,000	937,500	10,77
1,053,300	227,000	826,300	900,000	1,078,200	1,978,200	538,500	8	400,000	938,500	10,37
		868,500	900,000	1,039,700	1,939,700	518,500	9	426,000	944,500	9,94
		905,800	905,800	995,200	1,901,000	497,200	1970	454,000	951,200	9,49
		948,000	948,000	949,800	1,897,800	474,500	1	528,000	1,002,500	8,96
			990,200	895,300	1,885,500	448,100	2	600,000	1,048,100	8,36
			1,032,400	837,400	1,869,800	418,100	3	680,000	1,098,100	7,6
			1,074,700	771,700	1,846,400	384,100	4	770,000	1,154,100	6,91
			1,116,900	692,300	1,809,200	345,600	5	860,000	1,205,600	6,0
			1,159,100	603,600	1,762,700	302,600	6	950,000	1,252,600	5,1
			1,201,300	510,100	1,711,400	255,100	7	1,050,000	1,305,100	4,0
			1,243,500	406,300	1,649,800	202,600	8	1,158,000	1,360,600	2,8
			1,285,800	289,200	1,575,000	144,700	9	1,268,000	1,412,700	1,6
			1,323,000	162,300	1,485,300	81,300	1980	1,380,000	1,461,300	24
			1,365,200	24,000	1,389,200	12,300	1	246,000	258,300	
			1,407,400				2			
			1,449,600				3			
			1,491,900				4			
			1,534,100				5			
			1,576,300				6			
			1,618,500				7			

Reserve	Avail. For Service	Int.	Year	Principal Paid-Par	Total	Bonds Out (1,000)	Int	Prin	O & M	Total
00,000	1,100,500	600,000	1961	0	600,000	12,000	2,880,000	0	152,000	3,032,000
00,500	1,333,000	600,000	2		600,000	12,000	960,000	0	167,000	1,127,000
3,000	1,598,800	600,000	3		600,000	12,000	960,000	0	167,000	1,127,000
98,900	1,899,200	600,000	4	110,000	710,000	11,890	960,000	0	227,000	1,187,000
89,200	2,125,700	594,500	5	380,000	974,500	11,510	960,000	0	227,000	1,187,000
51,200	2,051,200	575,500	6	360,000	935,500	11,150	960,000	750,000	153,100	1,863,100
15,700	2,015,700	557,500	7	380,000	937,500	10,770	930,000	800,000	114,200	1,844,200
78,200	1,978,200	538,500	8	400,000	938,500	10,370	898,000	850,000	73,700	1,821,700
39,700	1,939,700	518,500	9	426,000	944,500	9,944	864,000	875,000	31,500	1,770,500
95,200	1,901,000	497,200	1970	454,000	951,200	9,490	829,000	900,000	0	1,729,000
49,800	1,897,800	474,500	1	528,000	1,002,500	8,962	793,000	925,000		1,718,000
95,300	1,885,500	448,100	2	600,000	1,048,100	8,362	756,000	950,000		1,706,000
7,400	1,869,800	418,100	3	680,000	1,098,100	7,682	718,000	975,000		1,693,000
1,700	1,846,400	384,100	4	770,000	1,154,100	6,912	679,000	1,000,000		1,679,000
92,300	1,809,200	345,600	5	860,000	1,205,600	6,052	639,000	1,040,000		1,679,000
03,600	1,762,700	302,600	6	950,000	1,252,600	5,102	597,400	1,080,000		1,677,400
10,100	1,711,400	255,100	7	1,050,000	1,305,100	4,052	554,200	1,120,000		1,674,200
06,300	1,649,800	202,600	8	1,158,000	1,360,600	2,894	509,400	1,160,000		1,669,400
89,200	1,575,000	144,700	9	1,268,000	1,412,700	1,626	463,000	1,200,000		1,663,000
52,300	1,485,300	81,300	1980	1,380,000	1,461,300	246	415,000	1,250,000		1,665,000
24,000	1,389,200	12,300	1	246,000	258,300	0	365,000	1,300,000	(1,130,900)	1,665,000
			2				313,000	1,300,000	(1,407,400)	1,613,000
			3				261,000	1,300,000		1,561,000
			4				209,000	1,300,000		1,509,000
			5				157,000	1,300 000		1,457,000
			6				105,000	1,300,000		1,405,000
			7				53,000	1,325,000		1,378,000

Gross	O+M	Net	To D.S.	Add Reserve	Avail for Service	Int.	Year
805500	(152000)	[illegible]	800500	300000	1100500	600000	1961
832500	(167000)	665500	837500	[illegible]	1333000	600000	2
865800	(167000)	[illegible]	865800	733000	1598800	600000	3
900400	(227000)	673400	900400	998800	1899200	600000	4
936500	(227000)	709500	936500	1189200	2125700	594500	5
973900	227000	746900	900000	1151200	2051200	575500	6
1012800	227000	785800	900000	1115700	2015700	557500	7
1053300	227000	826300	900000	1078200	1978200	538500	8
		868500	900000	1039700	1939700	518500	9
		905800	965800	995200	1961000	497200	1970
		948000	948000	949800	1897800	474500	1
			990200	895300	1885500	448100	2
			1032400	837400	1869800	418100	3
			1074700	771700	1846400	384100	4
			1116900	692300	1809200	345600	5
			1159100	603600	1762700	302000	6
			1201300	510100	1711400	255100	7
			1243500	406300	1649800	202600	8
			1285800	289200	1575000	144700	9
			1323000	162300	1485300	81300	1980
			1365200	24000	1389200	12300	1
			1407400				2
			1449600				3
			1491900				4
			1534100				5
			1576300				6
			1618500				7
							8
							9
							1990
							1
							2
							3

£ 0

Year	Principal Paid - par	Total	Bonds Out	Int	Prin.	A&M	Total
1961	0	600000	12000	2880000	0	152000	3032000
2	0	600000	.	960000	0	167000	1127000
3	0	600000		960000	0	167000	1127000
4	110000	910000	11890	960000	0	227000	1187000
5	380000	974500	11510	960000	0	227000	1187000
6	360000	935500	11150	960000	750000	153100	1863100
7	[illegible]	937500	10770	930000	800000	114200	1844200
8	400000	938500	10370	892000	850000	79700	1821700
9	426000	944500	9944	864000	875000	31500	1770500
1970	454000	951200	9490	829000	900000	0	1729000
1	528000	1002500	8962	793000	925000		1718000
2	600000	1048100	8362	756000	950000		1706000
3	680000	1098100	7682	718000	975000		1693000
4	770000	1154100	6912	679000	1000000		1679000
5	860000	1205600	6052	639000	1040000		1679000
6	950000	1252600	5102	597400	1080000		1677400
7	1050000	1305100	4052	554200	1120000		1674200
8	1150000	1360600	2894	509400	1160000		1669400
9	1260000	1412700	1626	463000	1200000		1663000
1980	[illegible]	1461300	246	415000	1250000		1665000
1	[illegible]	258300	0	365000	1300000	(1130900)	1665200
2				313000	1300000	(1407400)	1613000
3				261000	1300000		1561000
4				209000	1300000		1509000
5				157000	1300000		1457000
6				105200	1300000		1405200
7				53000	1325000		1378000
8							
9							
1990							
1							
2							
3							

Form E-147—10M

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

State Printing 64211

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Avail. For Service	Int.	Year	Prin Paid-
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1100500	600,000	1961	
[illegible]	[illegible]	[illegible]	[illegible]	500,500	1,333,000	600,000	2	
[illegible]	[illegible]	[illegible]	[illegible]	733,000	1,598,800	600,000	3	
[illegible]	[illegible]	[illegible]	[illegible]	998,800	1,899,200	600,000	4	110
[illegible]	[illegible]	[illegible]	936,500	1,189,200	2,125,700	594,500	5	380
[illegible]	[illegible]	[illegible]	900,000	1,151,200	2,051,200	575,500	6	360
[illegible]	[illegible]	785,800	900,000	1,115,700	2,015,700	557,500	7	380
[illegible]	[illegible]	826,300	900,000	1,078,200	1,978,200	538,500	8	400
		868,500	900,000	1,039,700	1,939,700	518,500	9	426.
		905,800	905,800	995,200	1,901,000	497,200	1970	454.
		[illegible]	[illegible]	949,800	1,897,800	474,500	1	528
			[illegible]	895,300	1,885,500	448,100	2	600.
			1,032,400	837,400	1,869,300	418,100	3	680
			1,074,700	771,700	1,846,400	384,100	4	770
			1,116,700	692,300	1,809,200	345,600	5	860
			1,159,100	603,600	1,762,700	302,600	6	950
			1,201,300	510,100	1,711,400	255,100	7	1,05
			1,243,500	[illegible]	1,649,800	207,600	8	1,15
			1,285,800	299,200	1,575,000	144,700	9	1,26
			1,328,000	162,300	1,485,300	81,300	1980	1,38
			1,365,200	24,000	1,389,200	12,300	1	24
			1407,400				2	
			1,447,600				3	
			1491,900				4	
			1534,100				5	

SHEET .... OF .... SHEETS

AR	PRINCIPAL PAID-PAR	TOTAL	BONDS OUT (1,000)	INT	PRIN	O&M	TOTAL		
1	0	600000	12,000	2,880,000	0	152,000	3,032,000		
2		600,000	12,000	960,000	0	167,000	1,127,000		
3		600,000	12,000	960,000	0	167,000	1,127,000		
4	110,000	710,000	11,890	960,000	0	227,000	1,187,000		
5	330,000	974,500	11,510	960,000	0	227,000	1,187,000		24,000
6	360,000	975,500	11,150	960,000	750,000	153,100	1,863,100		23,250
7	380,000	937,500	10,770	930,000	800,000	114,200	1,844,200		22,450
8	400,000	978,500	10,370	898,000	850,000	73,700	1,821,700		21,600
9	426,000	941,500	9,944	864,000	875,000	31,500	1,770,500		20,775
0	454,000	971,500	9,490	829,000	900,000	0	1,729,000		19,825
1	528,000	1,002,500	8,962	793,000	925,000		1,718,000		18,900
2	600,000	1,048,100	8,362	756,000	950,000		1,706,000		17,950
3	680,000	1,098,100	7,682	718,000	975,000		1,693,000		16,975
4	770,000	1,154,100	6,912	679,000	1,000,000		1,679,000		15,975
5	860,000	1,205,600	6,052	639,000	1,040,000		1,679,000		14,935
6	950,000	1,252,600	5,102	597,400	1,080,000		1,677,400		13,855
7	1,050,000	1,345,100	4,052	554,200	1,120,000		1,674,200		12,735
8	1,158,000	1,360,600	2,894	509,400	1,160,000		1,669,400		11,575
9	1,263,000	1,412,700	1,626	463,000	1,200,000		1,663,000		10,375
30	1,380,000	1,461,300	246	415,000	1,250,000		1,665,000		9,125
1	246,000	257,[illegible]	0	365,000	1,300,000	(1,130,900)	1,665,000		7,825
2				313,000	1,300,000	(1,407,400)	1,613,000		6,525
3				261,000	1,300,000		1,561,000		5,225
4				209,000	1,300,000		1,509,000		3,925
5				157,000	1,300,000		1,457,000		2,625

Form E-147—10M

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

State Printing 84211

				1,575,000				6	
				1,618,500				7	

SHEET ………… OF ………… SHEETS

6				105,000	1,300,000		1,405,000		1,325
7				53,000	1,325,000		1,378,000		0

COPY

COPY

PORT OF ASTORIA

PROPOSED ASTORIA BRIDGE

ANNUAL REVENUE DEFICIENCY & SURPLUS BASED ON LEVEL DEBT SERVICE REQUIREMENTS

Year	Level Debt Service Requirement	Revenue Available for Debt Service	Deficiency	Surplus
1960	$1,413,050	$ 617,700	$ 795,350	
1961	"	648,500	764,550	
1962	"	665,500	747,550	
1963	"	698,800	714,250	
1964	"	673,400	739,650	
1965	"	709,500	703,550	
1966	"	746,900	666,150	
1967	"	785,800	627,250	
1968	"	826,300	586,750	
1969	"	868,500	544,550	
1970	"	905,800	507,250	
1971	"	948,000	465,050	
1972	"	990,200	422,850	
1973	"	1,032,400	380,650	
1974	"	1,074,700	338,350	
1975	"	1,116,900	296,150	
1976	"	1,159,100	253,950	
1977	"	1,201,300	211,750	
1978	"	1,243,500	169,550	
1979	"	1,285,800	127,250	
1980	"	1,323,000	90,050	
1981	"	1,365,200	47,850	
1982	"	1,407,400	5,650	
1983	"	1,449,600		36,550
1984	"	1,491,900		78,850
1985	"	1,534,100		121,050
1986	"	1,576,300		163,250
1987	"	1,618,500		205,450
1988	"	1,660,800		247,650
1989	"	1,703,000		289,850
1990	"	1,740,200		327,050
1991	"	1,782,400		369,250
1992	"	1,824,600		411,450
1993	"	1,866,900		453,650
1994	"	1,909,100		495,850
1995	"	1,951,300		538,050
1996	"	1,993,500		580,250
1997	"	2,035,700		622,450
1998	"	2,077,900		664,650
1999	"	2,120,100		706,850
2000	"	2,157,300		744,050
2001	"	2,199,500		786,250
2002	"	2,241,700		828,450
2003	"	2,283,900		870,650
2004	"	2,326,100		912,850
2005	"	2,368,300		955,050

3/

PORT OF ASTORIA

PROPOSED ASTORIA BRIDGE

ANNUAL REVENUE DEFICIENCY & SURPLUS BASED ON LEVEL DEBT SERVICE REQUIREMENTS

Year	Level Debt Service Requirement	Revenue Available for Debt Service	Deficiency	Surplus
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1965	"	709,500	703,550	
1966	"	746,900	666,150	
1967	"	785,800	627,250	
1968	"	826,300	586,750	
1969	"	868,500	544,550	
1970	"	905,800	507,250	
1971	"	948,000	465,050	
1972	"	990,200	422,850	
1973	"	1,032,400	380,650	
1974	"	1,074,700	338,350	
1975	"	1,116,900	296,150	
1976	"	1,159,100	253,950	
1977	"	1,201,300	211,750	
1978	"	1,243,500	169,550	
1979	"	1,285,800	127,250	
1980	"	1,323,000	90,050	
1981	"	1,365,200	47,850	
1982	"	1,407,400	5,650	
1983	"	1,449,600		36,550
1984	"	1,491,900		78,850
1985	"	1,534,100		121,050
1986	"	1,576,300		163,250
1987	"	1,618,500		205,450
1988	"	1,660,800		247,650
1989	"	1,703,000		289,850
1990	"	1,740,200		327,050
1991	"	1,782,400		369,250
1992	"	1,824,600		411,450
1993	"	1,866,900		453,650
1994	"	1,909,100		495,850
1995	"	1,951,300		538,050
1996	"	1,993,500		580,250
1997	"	2,035,700		622,450
1998	"	2,077,900		664,650
1999	"	2,120,100		706,850
2000	"	2,157,300		744,050
2001	"	2,199,500		786,250
2002	"	2,241,700		828,450
2003	"	2,283,900		870,650
2004	"	2,326,100		912,850
2005	"	2,368,300		955,050
	TOTALS	$66,206,900	$10,205,950	$11,409,450

TOTAL LEVEL DEBT SERVICE REQUIREMENT - $65,000,300
46 YEARS

Exhibit J

Oregon
ALBERT E. NISSMAN, Treasurer
WM. R. MANION
RICHARD J. BETTENDORF, Gen. Manager

Paxson

November 16, 1956

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

This will acknowledge yours of November 13 setting forth a revised construction cost estimate for a proposed toll highway bridge across the Columbia River at Astoria and a Bond Retirement Schedule proposal based on 3% General Obligation Bonds to finance such a structure.

We have forwarded this information to Paul Speer of Chicago, a Municipal Bond Consultant, requesting a report as to the saleability of this type and amount of bond issue on the basis of the proposed retirement schedule and what the interest rate would be under current bond market conditions. We have asked him to assume that the issue would be divided equally between the Oregon and Washington Highway Departments and to assume that the two Departments have the authority to issue such bonds.

We have requested his thoughts as to any other possible means of financing on a basis in which the two States would not have to expend large sums from their highway funds.

As soon as his report is received, it will be forwarded to you.

If the report is favorable, we request immediate action by the two State Highway Departments to work out a working agreement. As you well realize, the time is extremely short in which to work out the details so that proper legislation can be prepared and presented to the two legislatures to obtain the authority at the 1957 sessions. To miss at this

NOTED
G. S. PAXS

SESSION OF THE LEGISLATURES WOULD MEAN A TWO YEAR DELAY OF THE PROJECT AND WITH RISING COSTS BOTH IN CONSTRUCTION AND FERRY OPERATIONS, THE AMOUNT OF MONEY OREGON WOULD HAVE TO EXPEND WOULD BE INCREASED SUBSTANTIALLY.

VERY TRULY YOURS,

PORT OF ASTORIA

R. J. BETTENDORF
MANAGER

RJB:HM

RECEIVED
NOV 19 1956
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRID

General Obligation Bonds at 3%

Year	Bridge Revenue	Revenue from State	Bond Interest	Bond Principal	Total Debt Service
1958	$ 2,400,000	$	$ 987,000	$	$ 987,000
1959	* 630,000		987,000		987,000
1960	* 315,000		987,000		987,000
1961	**722,700		987,000		987,000
1962	648,500	218,800	987,000		987,000
1963	665,500	321,500	987,000		987,000
1964	698,800	288,200	987,000		987,000
1965	673,400	313,600	987,000		987,000
1966	709,500	277,500	987,000		987,000
1967	746,900	240,100	987,000		987,000
1968	785,800	201,200	987,000		987,000
1969	826,300	160,700	987,000		987,000
1970	868,500	118,500	987,000		987,000
1971	905,800	81,200	987,000		987,000
1972	948,000	39,000	987,000		987,000
1973	990,200		987,000	3,000	990,000
1974	1,032,400		986,910	45,000	1,031,910
1975	1,074,700		985,560	89,000	1,074,560
1976	1,116,900		982,890	134,000	1,116,890
1977	1,159,100		978,870	181,000	1,159,870
1978	1,201,300		973,440	227,000	1,200,440
1979	1,243,500		966,630	277,000	1,243,630
1980	1,285,800		958,320	328,000	1,286,320
1981	1,323,000		948,480	374,000	1,322,480
1982	1,365,200		937,260	428,000	1,365,260
1983	1,407,400		924,420	483,000	1,407,420
1984	1,449,600		909,930	540,000	1,449,930

*Revenue from interest

**$105,000 revenue from interest; $617,700 from bridge tolls

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

General Obligation Bonds at 3%

ue from ate	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 987,000	$	$ 987,000	$ 1,413,000	$ 32,900,000
	987,000		987,000	1,056,000	32,900,000
	987,000		987,000	384,000	32,900,000
	987,000		987,000	119,700	32,900,000
3,800	987,000		987,000		32,900,000
,500	987,000		987,000		32,900,000
,200	987,000		987,000		32,900,000
,600	987,000		987,000		32,900,000
500	987,000		987,000		32,900,000
,100	987,000		987,000		32,900,000
1,200	987,000		987,000		32,900,000
0,700	987,000		987,000		32,900,000
3,500	987,000		987,000		32,900,000
1,200	987,000		987,000		32,900,000
9,000	987,000		987,000		32,900,000
	987,000	3,000	990,000	200	32,897,000
	986,910	45,000	1,031,910	690	32,852,000
	985,560	89,000	1,074,560	830	32,763,000
	982,890	134,000	1,116,890	840	32,629,000
	978,870	181,000	1,159,870	70	32,448,000
	973,440	227,000	1,200,440	930	32,221,000
	966,630	277,000	1,243,630	800	31,944,000
	958,320	328,000	1,286,320	280	31,616,000
	948,480	374,000	1,322,480	800	31,242,000
	937,260	428,000	1,365,260	740	30,814,000
	924,420	483,000	1,407,420	720	30,331,000
	909,930	540,000	1,449,930	390	29,791,000

617,700 from bridge tolls

General Obligation Bonds at 3%

Year	Bridge Revenue	Revenue from State	Bond Interest	Bond Principal	Total Debt Service
1985	$ 1,491,900	$	$ 893,730	$ 598,000	$ 1,491,730
1986	1,534,100		875,790	658,000	1,533,790
1987	1,576,300		856,050	721,000	1,577,050
1988	1,618,500		834,420	784,000	1,618,420
1989	1,660,800		810,900	850,000	1,660,900
1990	1,703,000		785,400	917,000	1,702,400
1991	1,740,200		757,890	983,000	1,740,890
1992	1,782,400		728,400	1,054,000	1,782,400
1993	1,824,600		696,780	1,127,000	1,823,780
1994	1,866,900		662,970	1,204,000	1,866,970
1995	1,909,100		626,850	1,283,000	1,909,850
1996	1,951,300		588,360	1,362,000	1,950,360
1997	1,993,500		547,500	1,446,000	1,993,500
1998	2,035,700		504,120	1,532,000	2,036,120
1999	2,078,000		458,160	1,620,000	2,078,160
2000	2,120,200		409,560	1,711,000	2,120,560
2001	2,162,400		358,230	1,804,000	2,162,230
2002	2,204,600		304,110	1,900,000	2,204,110
2003	2,246,900		247,110	2,000,000	2,247,110
2004	2,289,100		187,110	2,102,000	2,289,110
2005	2,331,300		124,050	2,207,000	2,331,050
2006	1,985,140		57,840	1,928,000	1,985,840
Total	$ 69,299,740	$ 2,260,300	$ 38,660,040	$ 32,900,000	$ 71,560,040

General Obligation Bonds at 3%

nue from tate	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 893,730	$ 598,000	$ 1,491,730	$ 560	$ 29,193,000
	875,790	658,000	1,533,790	870	28,535,000
	856,050	721,000	1,577,050	120	27,814,000
	834,420	784,000	1,618,420	200	27,030,000
	810,900	850,000	1,660,900	100	26,180,000
	785,400	917,000	1,702,400	700	25,263,000
	757,890	983,000	1,740,890	10	24,280,000
	728,400	1,054,000	1,782,400	10	23,226,000
	696,780	1,127,000	1,823,780	830	22,099,000
	662,970	1,204,000	1,866,970	760	20,895,000
	626,850	1,283,000	1,909,850	10	19,612,000
	588,360	1,362,000	1,950,360	950	18,250,000
	547,500	1,446,000	1,993,500	950	16,804,000
	504,120	1,532,000	2,036,120	530	15,272,000
	458,160	1,620,000	2,078,160	370	13,652,000
	409,560	1,711,000	2,120,560	10	11,941,000
	358,230	1,804,000	2,162,230	180	10,137,000
	304,110	1,900,000	2,204,110	670	8,237,000
	247,110	2,000,000	2,247,110	460	6,237,000
	187,110	2,102,000	2,289,110	450	4,135,000
	124,050	2,207,000	2,331,050	700	1,928,000
	57,840	1,928,000	1,985,840	-	-
60,300	$ 38,660,040	$ 32,900,000	$ 71,560,040		

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

General Obligation Bonds at 3%

Year	Bridge Revenue	Revenue from State	Bond Interest	Bond Principal	Total Debt Service
1958	$ 2,400,000	$	$ 987,000	$	$ 987,000
1959	* 630,000		987,000		987,000
1960	* 315,000		987,000		987,000
1961	** 722,700		987,000		987,000
1962	648,500	218,800	987,000		987,000
1963	665,500	321,500	987,000		987,000
1964	698,800	288,200	987,000		987,000
1965	673,400	313,600	987,000		987,000
1966	709,500	277,500	987,000		987,000
1967	746,900	240,100	987,000		987,000
1968	785,800	201,200	987,000		987,000
1969	826,300	160,700	987,000		987,000
1970	868,500	118,500	987,000		987,000
1971	905,800	81,200	987,000		987,000
1972	948,000	39,000	987,000		987,000
1973	990,200		987,000	3,000	990,000
1974	1,032,400		986,910	45,000	1,031,910
1975	1,074,700		985,560	89,000	1,074,560
1976	1,116,900		982,890	134,000	1,116,890
1977	1,159,100		978,870	181,000	1,159,870
1978	1,201,300		973,440	227,000	1,200,440
1979	1,243,500		966,630	277,000	1,243,630
1980	1,285,800		958,320	328,000	1,286,320
1981	1,323,000		948,480	374,000	1,322,480
1982	1,365,200		937,260	428,000	1,365,260
1983	1,407,400		924,420	483,000	1,407,420
1984	1,449,600		909,930	540,000	1,449,930
1985	1,491,900		893,730	598,000	1,491,730
1986	1,534,100		875,790	658,000	1,533,790
1987	1,576,300		856,050	721,000	1,577,050
1988	1,618,500		834,420	784,000	1,618,420
1989	1,660,800		810,900	850,000	1,660,900
1990	1,703,000		785,400	917,000	1,702,400

* Revenue from interest

** $105,000 revenue from interest: $617,700 from bridge tolls

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

General Obligation Bonds at 3%

enue from State	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 987,000	$	$ 987,000	$ 1,413,000	$ 32,900,000
	987,000		987,000	1,056,000	32,900,000
	987,000		987,000	384,000	32,900,000
	987,000		987,000	119,700	32,900,000
218,800	987,000		987,000		32,900,000
321,500	987,000		987,000		32,900,000
88,200	987,000		987,000		32,900,000
313,600	987,000		987,000		32,900,000
277,500	987,000		987,000		32,900,000
240,100	987,000		987,000		32,900,000
201,200	987,000		987,000		32,900,000
160,700	987,000		987,000		32,900,000
118,500	987,000		987,000		32,900,000
81,200	987,000		987,000		32,900,000
39,000	987,000		987,000		32,900,000
	987,000	3,000	990,000	200	32,897,000
	986,910	45,000	1,031,910	690	32,852,000
	985,560	89,000	1,074,560	830	32,763,000
	982,890	134,000	1,116,890	840	32,629,000
	978,870	181,000	1,159,870	70	32,448,000
	973,440	227,000	1,200,440	930	32,221,000
	966,630	277,000	1,243,630	800	31,944,000
	958,320	328,000	1,286,320	280	31,616,000
	948,480	374,000	1,322,480	800	31,242,000
	937,260	428,000	1,365,260	740	30,814,000
	924,420	483,000	1,407,420	720	30,331,000
	909,930	540,000	1,449,930	390	29,791,000
	893,730	598,000	1,491,730	560	29,193,000
	875,790	658,000	1,533,790	870	28,535,000
	856,050	721,000	1,577,050	120	27,814,000
	834,420	784,000	1,618,420	200	27,030,000
	810,900	850,000	1,660,900	100	26,180,000
	785,400	917,000	1,702,400	700	25,263,000

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General Obligation Bonds at 3%

Year	Bridge Revenue	Revenue from State	Bond Interest	Bond Principal	Total Deb Servic
1991	$ 1,740,200	$	$ 757,890	$ 983,000	$ 1,740,89
1992	1,782,400		728,400	1,054,000	1,782,40
1993	1,824,600		696,780	1,127,000	1,823,70
1994	1,866,900		662,970	1,204,000	1,866,97
1995	1,909,100		626,850	1,283,000	1,909,85
1996	1,951,300		588,360	1,362,000	1,950,36
1997	1,993,500		547,500	1,446,000	1,993,50
1998	2,035,700		504,120	1,532,000	2,036,12
1999	2,078,000		458,160	1,620,000	2,078,160
2000	2,120,200		409,560	1,711,000	2,120,56
2001	2,162,400		358,230	1,804,000	2,162,23
2002	2,204,600		304,110	1,900,000	2,204,11
2003	2,246,900		247,110	2,000,000	2,247,11
2004	2,289,100		187,110	2,102,000	2,289,110
2005	2,331,300		124,050	2,207,000	2,331,05
2006	1,985,140		57,840	1,928,000	1,985,84
Total	$ 69,299,740	$ 2,260,300	$ 38,660,040	$ 32,900,000	$ 71,560,04

General Obligation Bonds at 3%

e from te	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 757,890	$ 983,000	$ 1,740,890	$ 10	$ 24,280,000
	728,400	1,054,000	1,782,400	10	23,226,000
	696,780	1,127,000	1,823,780	830	22,099,000
	662,970	1,204,000	1,866,970	760	20,895,000
	626,850	1,283,000	1,909,850	10	19,612,000
	588,360	1,362,000	1,950,360	950	18,250,000
	547,500	1,446,000	1,993,500	950	16,804,000
	504,120	1,532,000	2,036,120	530	15,272,000
	458,160	1,620,000	2,078,160	370	13,652,000
	409,560	1,711,000	2,120,560	10	11,941,000
	358,230	1,804,000	2,162,230	180	10,137,000
	304,110	1,900,000	2,204,110	670	8,237,000
	247,110	2,000,000	2,247,110	460	6,237,000
	187,110	2,102,000	2,289,110	450	4,135,000
	124,050	2,207,000	2,331,050	700	1,928,000
	57,840	1,928,000	1,985,840	-	-
0,300	$ 38,660,040	$ 32,900,000	$ 71,560,040		

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FORM 530

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1956

SUBJECT: Bond Retirement Schedule
Proposed Astoria-Megler
Toll Bridge

To:

G. S. Paxson
Assistant State Highway Engineer
Office

In compliance with your verbal request to Mr. Blensly, there are attached six copies of a Bond Retirement Schedule for General Obligation Bonds at 3% Interest for the Proposed Astoria-Megler Toll Bridge.

The bridge revenue for the years 1958 through 1961 was developed by assigning the portion of the bond issue for interest during construction to the year 1958, and prorating the interest earned during construction as follows:

60 per cent in 1959
30 per cent in 1960
10 per cent in 1961

In addition, revenue from operation of the bridge was included for 1961. In the report prepared by A. C. Allyn and Company they used a slightly different procedure, in that they assigned for the first year the reserve for interest payable on the bonds during the construction period plus six months. This procedure assumed the interest earned on the bonds was available in the first year. The net results are identical using either method.

One other slight difference between this analysis and A. C. Allyn and Company's analysis was that for the first five years of the bridge operations A. C. Allyn and Company used the gross revenue for retirement of bond interest and principal, whereas our analysis used the net. This method would reduce by almost $900,000 the revenue required to be furnished by the State. It is questionable that their assumption that operating and maintaining expenses for these first five years will be covered by reserves.

F B Crandall

F. B. Crandall
Traffic Engineer

Attachments
RCB:mp

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A conference was held today in Olympia, attended by W. C. Williams, State Highway Engineer, Forrest Cooper, Deputy State Highway Engineer, and Glenn S. Paxson, Assistant State Highway Engineer, of the Oregon State Highway Department, and W. A. Bugge, Director of Highways, O. R. Dinsmore, Assistant Director, and George Stevens, Bridge Engineer, of the Washington Highway Department, relative to the proposed Astoria Bridge.

It was indicated as a result of studies by the Oregon State Highway Commission that the estimated cost of the bridge has increased by 20 percent since the original engineering-financial report by the Tudor Engineering Company, which was submitted to the participating agencies in March 1955.

It was agreed by the representatives of the two departments that recommendations be made to the respective Highway Commissions that this revised cost estimate would be furnished to the Port of Astoria in order that the sponsoring agencies may again review the feasibility of financing the structure.

It was further agreed that recommendation be made to the Highway Commissions that in the event the bridge cannot be financed at the Astoria site that studies be given to the construction of a bridge at an alternate and less expensive site further upstream.

NOTED
W. C. WILLIAMS

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October 30, 1956

Mr. Charles E. Behlke
Associate Professor
Department of Civil Engineering
Oregon State College
Corvallis, Oregon

Dear Mr. Behlke:

This is in reply to your letter of October 25 concerning the Columbia River Bridge at Astoria.

I have not been able to recognize the news release which you mentioned in your letter. There has been considerable study given to the possibility of financing a bridge across the Columbia River at Astoria. It is going to be a very difficult matter and undoubtedly will require subsidy from some source if the bridge is to be built. The anticipated toll revenue is not sufficient to finance the entire cost of the structure on a revenue basis.

In studying the financing possibilities, we have used an interest rate of four per cent. This would have been ample a year ago as the effective interest rate for the revenue bonds sold to finance the Columbia River Bridge at Vancouver was 3.32 per cent. It is not adequate under the present condition of the bond market. Just a few days ago the Washington Toll Bridge Authority sold revenue bonds for a bridge in Spokane. I have heard that the interest rate was 4 5/8 per cent.

Very truly yours,

W. C. Williams
State Highway Department

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

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October 10, 1956

Honorable Elmo Smith
Governor of Oregon
Salem, Oregon

Dear Governor Smith:

Following is a condensed resume of the report I rendered to the Oregon State Highway Commission relative to the possibility of constructing a bridge across the Columbia River at Astoria and a resume of our ferry service and probable deficit because of operating such ferry service in the future.

The present estimated cost of constructing the Columbia River bridge, including financing costs and interest during construction, based on four per cent interest, is $34,223,550. Traffic forecasts which are concurred in by the Tudor Engineering Company, which made the survey for the Port of Astoria, and the State Highway Traffic Engineering Division indicate that it would require 54 years to retire the bonds if such bonds could be sold that would not be retired before 2016, or 54 years, based on the presumption that if a bridge were built it could be opened to traffic in 1962.

During the first 21 years of operation, there would be a deficit in interest charges, such deficit at the beginning being $720,440, which would reduce to nothing after 21 years, or in 1983. The average cost annually, therefore, would be one half of the beginning deficit, or $360,220. If this were divided equally between the two states, the annual cost for the 21-year period would be $181,100. After 21 years, the bridge would bring in enough revenue to meet interest charges and provide gradually increased amounts for retirement of principal. It is indicated that the principal would be entirely retired in the year 2016.

As to ferry operation, the current deficit; that is, the cost of operating over receipts, is approximately $80,000. The present ferry service is not adequate to handle the traffic during peak summer periods, and to adequately handle traffic without the necessity of cars waiting sometimes as much as two hours or more would require the placement in service of one additional ferry. Such ferry would cost approximately $750,000, and to amortize this, plus operating costs, would result in an additional deficit of $47,500 which, added to the current deficit of $80,000, would make an annual deficit of $127,500. Further, two of the existing ferries will need replacement in the very near future. One is 30 years old and the other is 25 years old. Further, any additional ferryboats would require new terminal facilities which would cost in the neighborhood of $250,000. Therefore, it is evident that the cost of ferry service in the future will probably result in a deficit equal to the $180,000 anticipated deficit for the first 21 years if a bridge were built. There is no question but that a bridge would be much more desirable for the handling of traffic, and if it could be financed it would end, after 21 years, not only the bothersome operation of the ferries but the deficit incurred.

The great problem is whether or not any type of bonds could be sold for a period of 54 years. This would seem to be the major stumbling block in an attempt to finance and construct a bridge.

It is my belief that this matter should be further pursued so that every possibility may be examined.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

FORM 230—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1956

SUBJECT: Bond Retirement Schedule
Proposed Astoria-Megler
Toll Bridge

To:

G. S. Paxson
Assistant State Highway Engineer
Office

In compliance with your verbal request of Mr. Blensly, there are attached six copies each of two bond retirement schedules for the proposed Astoria-Megler Toll Bridge. One schedule was prepared requiring a reserve equal to two year's interest requirement, and the other schedule was prepared without the requirement for any reserve.

With the interest reserve fund and utilizing State revenue during the early years to meet the bond interest obligations, the bonds will be retired in the year 2016. Under the same conditions with no interest reserve, the bonds will be retired approximately two years earlier—in 2014.

The bridge revenue for the final year on both schedules is that which was required to retire both interest and principal, and not the revenue which would be earned under the full year's toll operation.

FB Crandall
F. B. Crandall
Traffic Engineer

Attachments
RCB mp

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OFFICE OF
STATE HIGHWAY ENGINEER

REQUIRED BOND ISSUE - ASTORIA BRIDGE

Direct Construction Cost (Tudor Estimate plus 20 per cent) - - - - - - -		$ 28,083,000
Additional Cost -		
Right of way - - - - - - -	$ 225,000	
Engineering, legal, etc. at 7½ per cent of construction cost - - - -	2,106,225	
Repayment of loan - - - -	50,000	2,381,225
		$ 30,464,225
Use - - - - - - - - -		$ 30,500,000
Interest during construction, plus 6 months		
	3,450,000	
3½ years at ~~5~~ 3 per cent - - -	$ ~~[illegible]~~	2 400,000
Less interest earnings - - -	~~[illegible]~~	$ ~~[illegible]~~
	1 050,000	
		$ ~~[illegible]~~
		32,900,000

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

General Obligation Bonds at 3%

Year	Bridge Revenue	Revenue from State	Bond Interest	Bond Principal	Total Debt Service
1958	$ 2,400,000	$	$ 987,000	$	$ 987,000
1959	630,000 (Int. on funds)		987,000		987,000
1960	315,000 (" ")		987,000		987,000
1961	722,700		987,000		987,000
1962	648,500	218,800	987,000		987,000
1963	665,500	321,500	987,000		987,000
1964	698,800	288,200	987,000		987,000
1965	673,400	313,600	987,000		987,000
1966	709,500	277,500	987,000		987,000
1967	746,900	240,100	987,000		987,000
1968	785,800	201,200	987,000		987,000
1969	826,300	160,700	987,000		987,000
1970	868,500	118,500	987,000		987,000
1971	905,800	81,200	987,000		987,000
1972	948,000	39,000	987,000		987,000
1973	990,200		987,000	3,000	990,000
1974	1,032,400		986,910	45,000	1,031,910
1975	1,074,700		985,560	89,000	1,074,560
1976	1,116,900		982,890	134,000	1,116,890
1977	1,159,100		978,870	181,000	1,159,870
1978	1,201,300		973,440	227,000	1,200,440
1979	1,243,500		966,630	277,000	1,243,630
1980	1,285,800		958,320	328,000	1,286,320
1981	1,323,000		948,480	374,000	1,322,480
1982	1,365,200		937,260	428,000	1,365,260
1983	1,407,400		924,420	483,000	1,407,420
1984	1,449,600		909,930	540,000	1,449,930
1985	1,491,900		893,730	598,000	1,491,730
1986	1,534,100		875,790	658,000	1,533,790
1987	1,576,300		856,050	721,000	1,577,050
1988	1,618,500		834,420	784,000	1,618,420
1989	1,660,800		810,900	850,000	1,660,900
1990	1,703,000		785,400	917,000	1,702,400

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

General Obligation Bonds at 3%

enue from State	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 987.000	$	$ 987,000	$ 1,413,000	$ 32,900,000
	987,000		987,000	1,056,000	32,900,000
	987,000		987,000	384,000	32,900,000
	987.000		987,000	119,700	32,900,000
218,800	987,000		987,000		32,900,000
321,500	987,000		987,000		32,900,000
288,200	987,000		987,000		32,900,000
313,600	987,000		987,000		32,900,000
277,500	987,000		987,000		32,900,000
240,100	987,000		987,000		32,900,000
201,200	987,000		987,000		32,900,000
160,700	987,000		987,000		32,900,000
118,500	987,000		987,000		32,900,000
81,200	987,000		987,000		32,900,000
39,000	987,000		987,000		32,900,000
	987.000	3,000	990,000	200	32,897.000
	986,910	45,000	1,031,910	690	32,852,000
	985,560	89,000	1,074,560	830	32,763,000
	982,890	134,000	1,116,890	840	32,629,000
	978,870	181,000	1,159,870	70	32,448,000
	973,440	227,000	1,200,440	930	32,221,000
	966,630	277,000	1,243,630	800	31,944,000
	958,320	328,000	1,286,320	280	31,616,000
	948,480	374,000	1,322,480	800	31,242,000
	937,260	428,000	1,365,260	740	30,814,000
	924,420	483,000	1,407,420	720	30,331,000
	909,930	540,000	1,449,930	390	29,791,000
	893,730	598,000	1,491,730	560	29,193,000
	875,790	658,000	1,533,790	870	28,535,000
	856,050	721,000	1,577,050	120	27,814,000
	834,420	784,000	1,618,420	200	27,030,000
	810,900	850,000	1,660,900	100	26,180,000
	785,400	917,000	1,702,400	700	25,263,000

General Obligation Bonds at 3%

Year	Bridge Revenue	Revenue from State	Bond Interest	Bond Principal	Total Debt Service
1991	$ 1,740,200	$	$ 757,890	$ 983,000	$ 1,740,890
1992	1,782,400		728,400	1,054,000	1,782,400
1993	1,824,600		696,780	1,127,000	1,823,780
1994	1,866,900		662,970	1,204,000	1,866,970
1995	1,909,100		626,850	1,283,000	1,909,850
1996	1,951,300		588,360	1,362,000	1,950,360
1997	1,993,500		547,500	1,446,000	1,993,500
1998	2,035,700		504,120	1,532,000	2,036,120
1999	2,078,000		458,160	1,620,000	2,078,160
2000	2,120,200		409,560	1,711,000	2,120,560
2001	2,162,400		358,230	1,804,000	2,162,230
2002	2,204,600		304,110	1,900,000	2,204,110
2003	2,246,900		247,110	2,000,000	2,247,110
2004	2,289,100		187,110	2,102,000	2,289,110
2005	2,331,300		124,050	2,207,000	2,331,050
2006	1,985,140		57,840	1,928,000	1,985,840
Total	$ 69,299,740	$ 2,260,300	$ 38,660,040	$ 32,900,000	$ 71,560,040

General Obligation Bonds at 3%

ue from ate	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 757,890	$ 983,000	$ 1,740,890	$ 10	$ 24,280,000
	728,400	1,054,000	1,782,400	10	23,226,000
	696,780	1,127,000	1,823,780	830	22,099,000
	662,970	1,204,000	1,866,970	760	20,895,000
	626,850	1,283,000	1,909,850	10	19,612,000
	588,360	1,362,000	1,950,360	950	18,250,000
	547,500	1,446,000	1,993,500	950	16,804,000
	504,120	1,532,000	2,036,120	530	15,272,000
	458,160	1,620,000	2,078,160	370	13,652,000
	409,560	1,711,000	2,120,560	10	11,941,000
	358,230	1,804,000	2,162,230	180	10,137,000
	304,110	1,900,000	2,204,110	670	8,237,000
	247,110	2,000,000	2,247,110	460	6,237,000
	187,110	2,102,000	2,289,110	450	4,135,000
	124,050	2,207,000	2,331,050	700	1,928,000
	57,840	1,928,000	1,985,840	-	-
60,300	$ 38,660,040	$ 32,900,000	$ 71,560,040		

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 17, 1956

BOND RETIREMENT SCHEDULE-PROPOSED ASTORIA-MEGLER TOLL BRIDGE

With Interest Reserve

Year	Bridge Revenue	From State	Bond Interest	Bond Principal	Total Debt Service
1958	$ 3,723,800	$	$ 1,368,940	$	$ 1,368,940
1959	640,500		1,368,940		1,368,940
1960	320,250		1,368,940		1,368,940
1961	724,750	66,460	1,368,940		1,368,940
1962	648,500	720,440	1,368,940		1,368,940
1963	665,500	703,440	1,368,940		1,368,940
1964	698,800	670,140	1,368,940		1,368,940
1965	673,400	695,540	1,368,940		1,368,940
1966	709,500	659,440	1,368,940		1,368,940
1967	746,900	622,040	1,358,940		1,368,940
1968	785,800	583,140	1,368,940		1,368,940
1969	826,300	542,640	1,368,940		1,368,940
1970	868,500	500,440	1,368,940		1,368,940
1971	905,800	463,140	1,368,940		1,368,940
1972	948,000	420,940	1,368,940		1,368,940
1973	990,200	378,740	1,368,940		1,368,940
1974	1,032,400	336,540	1,368,940		1,368,940
1975	1,074,700	294,240	1,368,940		1,368,940
1976	1,116,900	252,040	1,368,940		1,368,940
1977	1,159,100	209,840	1,368,940		1,368,940
1978	1,201,300	167,640	1,368,940		1,368,940
1979	1,243,500	125,440	1,368,940		1,368,940
1980	1,285,800	83,140	1,368,940		1,368,940
1981	1,323,000	45,940	1,368,940		1,368,940
1982	1,365,200	3,740	1,368,940		1,368,940
1983	1,407,400		1,368,940		1,368,940
1984	1,449,600		1,368,940		1,368,940
1985	1,491,900		1,368,940		1,368,940
1986	1,534,100		1,368,940		1,368,940
1987	1,576,300		1,368,940		1,368,940
1988	1,618,500		1,368,940		1,368,940

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 17, 1956

D RETIREMENT SCHEDULE–PROPOSED ASTORIA-MEGLER TOLL BRIDGE

With Interest Reserve

From State	Bond Interest	Bond Principal	Total Debt Service	Reserve 2 Yr. Interest	Bonds Outstanding
	$ 1,368,940	$	$ 1,368,940	$ 2,354,860	$ 34,223,500
	1,368,940		1,368,940	1,626,420	34,223,500
	1,368,940		1,368,940	577,730	34,223,500
66,460	1,368,940		1,368,940		34,223,500
20,440	1,368,940		1,368,940		34,223,500
703,440	1,368,940		1,368,940		34,223,500
670,140	1,368,940		1,368,940		34,223,500
695,540	1,368,940		1,368,940		34,223,500
659,440	1,368,940		1,368,940		34,223,500
622,040	1,368,940		1,368,940		34,223,500
583,140	1,368,940		1,368,940		34,223,500
542,640	1,368,940		1,368,940		34,223,500
500,440	1,368,940		1,368,940		34,223,500
63,140	1,368,940		1,368,940		34,223,500
20,940	1,368,940		1,368,940		34,223,500
378,740	1,368,940		1,368,940		34,223,500
336,540	1,368,940		1,368,940		34,223,500
294,240	1,368,940		1,368,940		34,223,500
252,040	1,368,940		1,368,940		34,223,500
209,840	1,368,940		1,368,940		34,223,500
67,640	1,368,940		1,368,940		34,223,500
25,440	1,368,940		1,368,940		34,223,500
83,140	1,368,940		1,368,940		34,223,500
45,940	1,368,940		1,368,940		34,223,500
3,740	1,368,940		1,368,940		34,223,500
	1,368,940		1,368,940	38,460	34,223,500
	1,368,940		1,368,940	119,120	34,223,500
	1,368,940		1,368,940	242,080	34,223,500
	1,368,940		1,368,940	407,240	34,223,500
	1,368,940		1,368,940	614,600	34,223,500
	1,368,940		1,368,940	864,160	34,223,500

With Interest Reserve

Year	Bridge Revenue	From State	Bond Interest	Bond Principal	Total Debt Service
1989	$ 1,660,800	$	$ 1,368,940	$	$ 1,368,940
1990	1,703,000		1,368,940		1,368,940
1991	1,740,200		1,368,940		1,368,940
1992	1,782,400		1,368,940		1,368,940
1993	1,824,600		1,368,940		1,368,940
1994	1,866,900		1,368,940	533,000	1,901,940
1995	1,909,100		1,347,620	610,000	1,957,620
1996	1,951,300		1,323,220	683,000	2,006,220
1997	1,993,500		1,295,900	758,000	2,053,900
1998	2,035,700		1,265,580	837,000	2,102,580
1999	2,078,000		1,232,100	920,000	2,152,100
2000	2,120,200		1,195,300	1,005,000	2,200,300
2001	2,162,400		1,155,100	1,095,000	2,250,100
2002	2,204,600		1,111,300	1,188,000	2,299,300
2003	2,246,900		1,063,780	1,286,000	2,349,780
2004	2,289,100		1,012,340	1,388,000	2,400,340
2005	2,331,300		956,820	1,494,000	2,450,820
2006	2,373,500		897,060	1,605,000	2,502,060
2007	2,415,700		832,860	1,720,000	2,552,860
2008	2,458,000		764,060	1,841,000	2,605,060
2009	2,500,200		690,420	1,968,000	2,658,420
2010	2,542,400		611,700	2,098,000	2,709,700
2011	2,584,600		527,780	2,236,000	2,763,780
2012	2,626,800		438,340	2,379,000	2,817,340
2013	2,669,100		343,180	2,528,000	2,871,180
2014	2,711,300		242,060	2,684,000	2,926,060
2015	2,753,500		134,700	2,846,000	2,980,700
2016	(499,960)Required		20,860	521,500	542,360
Total	$ 94,791,260	$ 8,545,100	$ 69,112,860	$ 34,223,500	$103,336,360

With Interest Reserve

	Bond Interest	Bond Principal	Total Debt Service	Reserve 2 Yr. Interest	Bonds Outstanding
	$ 1,368,940	$	$ 1,368,940	$ 1,156,020	$ 34,223,500
	1,368,940		1,368,940	1,490,080	34,223,500
	1,368,940		1,368,940	1,861,340	34,223,500
	1,368,940		1,368,940	2,274,800	34,223,500
	1,368,940		1,368,940	2,730,460	34,223,500
	1,368,940	533,000	1,901,940	2,695,420	33,690,500
	1,347,620	610,000	1,957,620	2,646,900	33,080,500
	1,323,220	683,000	2,006,220	2,591,980	32,397,500
	1,295,900	758,000	2,053,900	2,531,580	31,639,500
	1,265,580	837,000	2,102,580	2,464,700	30,802,500
	1,232,100	920,000	2,152,100	2,390,600	29,882,500
	1,195,300	1,005,000	2,200,300	2,310,500	28,877,500
	1,155,100	1,095,000	2,250,100	2,222,800	27,782,500
	1,111,300	1,188,000	2,299,300	2,128,100	26,594,500
	1,063,780	1,286,000	2,349,780	2,025,220	25,308,500
	1,012,340	1,388,000	2,400,340	1,913,980	23,920,500
	956,820	1,494,000	2,450,820	1,794,460	22,426,500
	897,060	1,605,000	2,502,060	1,665,900	20,821,500
	832,860	1,720,000	2,552,860	1,528,740	19,101,500
	764,060	1,841,000	2,605,060	1,381,680	17,260,500
	690,420	1,968,000	2,658,420	1,223,460	15,292,500
	611,700	2,098,000	2,709,700	1,056,160	13,194,500
	527,780	2,236,000	2,763,780	876,980	10,958,500
	438,340	2,379,000	2,817,340	686,440	8,579,500
	343,180	2,528,000	2,871,180	484,360	6,051,500
	242,060	2,684,000	2,926,060	269,600	3,367,500
	134,700	2,846,000	2,980,700	42,400	521,500
	20,860	521,500	542,360	-	-
5,100	$ 69,112,860	$ 34,223,500	$103,336,360		

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 17, 1956

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDG

Without Interest Reserve

Year	Bridge Revenue	From State	Bond Interest	Bond Principal	Total Debt Service
1958	$ 3,723,800	$	$ 1,368,940	$	$ 1,368,940
1959	640,500		1,368,940		1,368,940
1960	320,250		1,368,940		1,368,940
1961	724,750	66,460	1,368,940		1,368,940
1962	648,500	720,440	1,368,940		1,368,940
1963	665,500	703,440	1,368,940		1,368,940
1964	698,800	670,140	1,368,940		1,368,940
1965	673,400	695,540	1,368,940		1,368,940
1966	709,500	659,440	1,368,940		1,368,940
1967	746,900	622,040	1,368,940		1,368,940
1968	785,800	583,140	1,368,940		1,368,940
1969	826,300	542,640	1,368,940		1,368,940
1970	868,500	500,440	1,368,940		1,368,940
1971	905,800	463,140	1,368,940		1,368,940
1972	948,000	420,940	1,368,940		1,368,940
1973	990,200	378,740	1,368,940		1,368,940
1974	1,032,400	336,540	1,368,940		1,368,940
1975	1,074,700	294,240	1,368,940		1,368,940
1976	1,116,900	252,040	1,368,940		1,368,940
1977	1,159,100	209,840	1,368,940		1,368,940
1978	1,201,300	167,640	1,368,940		1,368,940
1979	1,243,500	125,440	1,368,940		1,368,940
1980	1,285,800	83,140	1,368,940		1,368,940
1981	1,323,000	45,940	1,368,940		1,368,940
1982	1,365,200	3,740	1,368,940		1,368,940
1983	1,407,400		1,368,940	38,000	1,406,940
1984	1,449,600		1,367,420	82,000	1,449,420
1985	1,491,900		1,364,140	128,000	1,492,140
1986	1,534,100		1,359,020	175,000	1,534,020
1987	1,576,300		1,352,020	224,000	1,576,020
1988	1,618,500		1,343,060	276,000	1,619,060

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 17, 1956

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

Without Interest Reserve

From State	Bond Interest	Bond Principal	Total Debt Service	[illegible] Reimbursement	Bonds Outstanding
	$ 1,368,940	$	$ 1,368,940	$ 2,354,860	$ 34,223,500
	1,368,940		1,368,940	1,626,420	34,223,500
	1,368,940		1,368,940	577,730	34,223,500
66,460	1,368,940		1,368,940		34,223,500
720,440	1,368,940		1,368,940		34,223,500
703,440	1,368,940		1,368,940		34,223,500
670,140	1,368,940		1,368,940		34,223,500
695,540	1,368,940		1,368,940		34,223,500
659,440	1,368,940		1,368,940		34,223,500
622,040	1,368,940		1,368,940		34,223,500
583,140	1,368,940		1,368,940		34,223,500
542,640	1,368,940		1,368,940		34,223,500
500,440	1,368,940		1,368,940		34,223,500
463,140	1,368,940		1,368,940		34,223,500
420,940	1,368,940		1,368,940		34,223,500
378,740	1,368,940		1,368,940		34,223,500
336,540	1,368,940		1,368,940		34,223,500
294,240	1,368,940		1,368,940		34,223,500
252,040	1,368,940		1,368,940		34,223,500
209,840	1,368,940		1,368,940		34,223,500
167,640	1,368,940		1,368,940		34,223,500
125,440	1,368,940		1,368,940		34,223,500
83,140	1,368,940		1,368,940		34,223,500
45,940	1,368,940		1,368,940		34,223,500
3,740 21 yrs	1,368,940		1,368,940		34,223,500
	1,368,940	38,000	1,406,940	460	34,185,500
	1,367,420	82,000	1,449,420	640	34,103,500
	1,364,140	128,000	1,492,140	400	33,975,500
	1,359,020	175,000	1,534,020	480	33,800,500
	1,352,080	224,000	1,576,020	760	33,576,500
	1,343,060	276,000	1,619,060	200	33,300,500

Without Interest Reserve

Year	Bridge Revenue	From State	Bond Interest	Bond Principal	Total Deb Servic
1989	$ 1,660,800	$	$ 1,332,020	$ 328,000	$ 1,660,020
1990	1,703,000		1,318,900	385,000	1,703,900
1991	1,740,200		1,303,500	436,000	1,739,500
1992	1,782,400		1,286,060	497,000	1,783,060
1993	1,824,600		1,266,180	558,000	1,824,180
1994	1,866,900		1,243,860	623,000	1,866,860
1995	1,909,100		1,218,940	690,000	1,908,940
1996	1,951,300		1,191,340	760,000	1,951,340
1997	1,993,500		1,160,940	833,000	1,993,940
1998	2,035,700		1,127,620	908,000	2,035,620
1999	2,078,000		1,091,300	987,000	2,078,300
2000	2,120,200		1,051,820	1,068,000	2,119,820
2001	2,162,400		1,009,100	1,153,000	2,162,100
2002	2,204,600		962,980	1,242,000	2,204,980
2003	2,246,900		913,300	1,333,000	2,246,300
2004	2,289,100		859,980	1,430,000	2,289,980
2005	2,331,300		802,780	1,528,000	2,330,780
2006	2,373,500		741,660	1,632,000	2,373,660
2007	2,415,700		676,380	1,739,000	2,415,380
2008	2,458,000		606,820	1,851,000	2,457,820
2009	2,500,200		532,780	1,968,000	2,500,780
2010	2,542,400		454,060	2,088,000	2,542,060
2011	2,584,600		370,540	2,214,000	2,584,540
2012	2,626,800		281,980	2,345,000	2,626,980
2013	2,669,100		188,180	2,481,000	2,669,180
2014	(2,311,960) Required		88,940	2,223,500	2,312,440
Total	$ 91,138,460	$ 8,545,100	$ 65,460,060	$ 34,223,500	$ 99,683,560

Without Interest Reserve

From State	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 1,332,020	$ 328,000	$ 1,660,020	$ 980	$ 32,972,500
	1,318,900	385,000	1,703,900	80	32,587,500
	1,303,500	436,000	1,739,500	780	32,151,500
	1,286,060	497,000	1,783,060	120	31,654,500
	1,266,180	558,000	1,824,180	540	31,096,500
	1,243,860	623,000	1,866,860	580	30,473,500
	1,218,940	690,000	1,908,940	740	29,783,500
	1,191,340	760,000	1,951,340	700	29,023,500
	1,160,940	833,000	1,993,940	260	28,190,500
	1,127,620	908,000	2,035,620	340	27,282,500
	1,091,300	987,000	2,078,300	40	26,295,500
	1,051,820	1,068,000	2,119,820	420	25,227,500
	1,009,100	1,153,000	2,162,100	720	24,074,500
	962,980	1,242,000	2,204,980	340	22,832,500
	913,300	1,333,000	2,246,300	940	21,499,500
	859,980	1,430,000	2,289,980	60	20,069,500
	802,780	1,528,000	2,330,780	580	18,541,500
	741,660	1,632,000	2,373,660	420	16,909,500
	676,380	1,739,000	2,415,380	740	15,170,500
	606,820	1,851,000	2,457,820	920	13,319,500
	532,780	1,968,000	2,500,780	340	11,351,500
	454,060	2,088,000	2,542,060	680	9,263,500
	370,540	2,214,000	2,584,540	740	7,049,500
	281,980	2,345,000	2,626,980	560	4,704,500
	188,180	2,481,000	2,669,180	480	2,223,500
	88,940	2,223,500	2,312,440	-	-
545,100	$ 65,460,060	$ 34,223,500	$ 99,683,560		

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September 21, 1956

Oregon State Highway Commission

Gentlemen:

I have reported to you, in a separate report dated September 20, on the matter of the amount of bonds that would need to be sold and the length of time necessary to amortize such bonds in order to construct a bridge across the Columbia River at Astoria.

Herein I shall give you our latest analysis of the operation of the ferry service, presuming it were to continue through an indefinite period of years. At the present time our ferry service is not able to take care of the peak traffic during week ends and, in several instances, other days as well. During the first 18 days of July of this year, we had cars left on the dock on six days. Except on Sundays, these cars did not have to wait more than a maximum of 30 minutes, but on Saturdays and Sundays the delays would be up to two hours.

Under present conditions the operation of two boats of the capacity of the [illegible], together with the two smaller boats, Tourist II and Tourist III, would have taken the traffic as fast as it came. By proper timing it would probably be possible to operate the four boats with existing slips.

Traffic across the ferry is not increasing; in fact, it shows a slight decrease over the last four years. This decrease, however, may be attributable to the fact that the ferry congestion is known and is considerably publicized so that many motorists avoid the ferry that might possibly use the same if they knew there would be no delay. Ferry traffic during the past four years is as follows: 1952, 150,000; 1953, 145,000; 1954, 134,000; 1955, 140,000.

It would, therefore, appear that to adequately handle the traffic, say within the next 10-year period, it will be necessary to add another boat of the capacity of the [illegible]. A boat of this type under present prices would cost probably about $750,000. This means, if depreciated over a period of 33 years, the annual depreciation would be $22,500. The additional operation cost, including operation, maintenance, and insurance, would be about $25,000, making a total additional annual cost of $47,500.

We are currently subsidizing the ferry operation to the extent of about $80,000 a year. If the $47,500 be added to this, it would mean an annual deficit of $127,500. Looking farther into the future, it could well be surmised that it might be necessary to add an additional boat or boats, and, unquestionably, each addition would increase the deficit.

Just for purposes of consideration, let us assume that if a new bridge could be financed through the sale of bonds at an annual cost to the two States of $720,440, beginning in 1962 and diminishing to nothing in 1983, the average annual cost would be $360,220. If this cost were divided equally by the two States, the annual deficit for each State would be $180,110. Presuming the bridge being built, this deficit would cease after 21 years and, in fact, could be returned in its entirety in another 36 years. On the other hand, the deficit on the ferry operation, beginning at $127,500 at such time as a new boat is put in service and increasing as additional boats become necessary, would go on forever.

Furthermore, within a period of four or five years, if the ferry operation is continued, it will be necessary to replace Tourist II, which was built in 1926 and is now 30 years old. Tourist III was built in 1931 and is 25 years old. Also, any appreciable increase in the number of ferry boats would require the construction of new terminal facilities, and this could well amount to a sum in the neighborhood of $250,000.

I will admit that there are a lot of assumptions in the above analysis, but I believe there is a solid background to the same. On such a basis, I believe that serious consideration should be given to building a bridge if it is possible to sell bonds that would not mature for 56 years. A sale of such bonds I consider very questionable, however, and I am quite certain that if the bonds could be sold they would need to be obligation bonds upon the two States and not revenue bonds.

The above facts are given to you for informational purposes only, as at this time I am not in a position to make any recommendation either for or against an attempt to construct a bridge at Astoria.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hl

cc Mr. W. W. Stiffler
Mr. G. S. Paxson

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FORM [illegible] REVISED [illegible]

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STATE HIGHWAY DEPARTMENT
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STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 20, 1956

Oregon State Highway Commission

Re: Legal Aspects of Financing
Astoria-Megler Bridge

Gentlemen:

At the last meeting of the Commission the possibility of constructing a toll bridge across the Columbia River between Astoria, Oregon, and Megler, Washington, was discussed by the Commission. Following the discussion the Chief Counsel was instructed to review the legal aspects of the matter and to submit a report.

There can be no question concerning the authority of the State Highway Commission to construct the bridge in question. ORS 381.005 authorizes the Commission to "construct, reconstruct, purchase, rent, lease, or otherwise acquire, improve, operate, and maintain bridges over the Columbia River to the State of Washington."

It is equally certain that the cost of constructing, purchasing, or acquiring any such bridge can be financed through the issuance of revenue bonds secured by revenue derived from the operation of the bridge. ORS 381.025 reads as follows:

> "The construction, purchase or acquisition of any bridge under ORS 381.005 to 381.080 may be financed in whole or in part by loans obtained from the United States Government or any of its agencies or from any other sources. As security for the payment of such loans, the bridge and its approaches and its revenues over and above the cost of its maintenance and operation may be hypothecated or pledged, but no such hypothecation or pledge of revenues shall constitute in any manner or to any extent be made or become a general obligation of the state."

I am advised, however, that the anticipated revenue to be derived from the Astoria-Megler Bridge, if constructed and operated as a toll bridge, would not be sufficient to pay the principal, interest, and financing cost of bonds in an amount sufficient to pay the cost of constructing the bridge, which cost, together with debt service, would probably approach $35,000,000. Two plans of financing are being submitted to you by the State Highway Engineer for your consideration. The first of these contemplates the issuance of revenue bonds in an amount sufficient to pay the costs of constructing a bridge at Astoria, together with debt service. The estimated revenues to be derived from the bridge would not be sufficient to carry the interest charges on such a large amount of bonds until the year 1983. It would, therefore, be necessary for a decreasing amount of interest charges to be paid out of other funds each year until 1983. The question then arises as to whether or not the State Highway Commission can obligate State Highway Fund for this purpose.

Your attention is respectfully invited to the provisions of ORS 381.025 which is quoted above. You will note that the State Highway Commission is granted blanket authority to finance the construction, purchase, or acquisition of bridges in whole or in part by loans. The authority to pledge or hypothecate the bridge, its approaches, and its revenue as security for the payment of such loans is permissive and is not mandatory or exclusive. The only express limitation upon such authority is that no hypothecation or pledge of revenues shall constitute or become a general obligation of the State. It has been held that obligations payable from a specific or special fund are not "general obligations of the State", see State v. Kansas State Highway Commission, 138 Kan. 913, 28 P.2d 770 (1934); City of Eugene v. Willamette Valley Company, 52 Or. 490, 97 Pac. 817 (1908); Shainwald v. City of Portland, 153 Or. 167, 55 P.2d 1151 (1936).

Your attention is also drawn to the provisions of ORS 381.020 which provides as follows:

> "The State Highway Commission may pay out of state highway funds or any other funds available to it any part of the cost of the construction, purchase, maintenance, operation, repair, reconstruction and improvement of any bridge mentioned in ORS 381.005 assessed and allocated to this state. In the event the bridge is operated as a toll bridge, then the share of toll revenues accruing to this state shall be applied by the commission to reimburse the state highway funds for expenditures made in connection with the bridge."

It would seem that interest charges upon money borrowed by the State Highway Commission to pay the cost of constructing a bridge would be a "part of the cost of the construction, purchase, maintenance, operation, repair, reconstruction, and improvement" of such bridge.

Of interest also on the subject is ORS 366.156 which reads as follows:

> "The State Highway Commission may incur obligations to be paid from the State Highway Fund for the construction, reconstruction, improvement, repair or maintenance of highways, streets and bridges in excess of the amount then standing to the credit of the State Highway Fund if in the opinion of the Commission there will be sufficient funds available for the payment of such obligations when they become due and payable and all other debts, obligations and expenses chargeable against the State Highway Fund including those amounts that are required by law to be set aside from the State Highway Fund for particular purposes. Obligations incurred under the authority of this section need not be payable in the same biennial period during which the obligation is incurred."

It is my opinion, based upon the statutes and reasoning set forth above, that the Highway Commission has legal authority to obligate itself to pay, out of the State Highway Fund, such amounts as are necessary to pay interest charges upon revenue bonds issued to obtain funds for the construction of the Astoria-Megler Bridge, until such time as revenues from the bridge are adequate for that purpose.

The second possible financing plan involves the issuance of revenue bonds in the amount of $17,700,000 payable solely from revenues to be derived from the bridge, and the issuance of State Highway bonds payable solely from the State Highway Fund in an amount sufficient to pay the balance of the cost of constructing the bridge. The same statutes and reasoning outlined above apply to the question of whether or not the State Highway Commission has authority to issue such bonds. Reference is again made to ORS 381.025 which authorizes the State Highway Commission to finance the cost of the construction purchase, or acquisition of any bridge across the Columbia River in whole or in part by loans. As noted above, a loan which is the sole obligation of the State Highway Fund is not a general obligation of the State. Of interest also is ORS 382.110 which provides as follows:

> "Funds for the construction of any toll bridge by the State Highway Commission shall be procured from the sale of bonds authorized to be issued and sold for highway construction, but if no bonds are available for the purpose, then funds available from any other source may be used."

It is my conclusion, therefore, that the State Highway Commission presently has legal authority to issue bonds payable out of the State Highway Fund for the purpose of obtaining moneys with which to pay a part of the cost of constructing a toll bridge across the Columbia River at Astoria.

While it is my opinion that the State Highway Commission has legal authority to follow either of the two financing plans outlined above, it has been our experience that bond counsel are inclined to raise many highly technical questions and objections concerning the bonding authority of public bodies, particularly when large sums of money are involved. In view of this fact, and in order that the salability of the bonds would not be jeopardized, it is respectfully suggested that consideration be given to the introduction of express legislation on the subject, in the event either of the two proposed financing plans is viewed with favor.

It seems to be contemplated that any plan to construct a bridge at Astoria would involve the cooperation and assistance of the State of Washington and perhaps several counties of both Washington and Oregon. I have not attempted to deeply analyze the laws applicable to the State of Washington; however, it appears quite certain that the State of Washington will find it necessary to obtain additional legislative authority if it participates in the project.

On the subject of cooperation and assistance from other agencies generally, it is of interest to note that under ORS 381.030 the State Highway Commission is authorized to accept from any source, any grant or donation of land, or any gift of money, or other valuable thing made to the State in connection with the establishment of a bridge across the Columbia River between the States of Oregon and Washington.

Very truly yours,

C. W. ENFIELD
Chief Counsel

RLM:aj
cc - Mr. W. C. Williams
Mr. Forrest Cooper
Mr. H. B. Glaisyer
Mr. C. H. Maison

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September 20, 1956

Oregon State Highway Commission

Re: Astoria Columbia River Bridge

Gentlemen:

At the last Commission meeting, you directed that further study be made of the practicability of a toll bridge across the Columbia River at Astoria. There are several possibilities, all requiring State funds in large amounts.

The Tudor report shows that the toll revenue will not support a revenue bond issue of more than $17,700,000. We have conferred with the Tudor Engineering Company regarding the increase in construction cost that has occurred since their estimate was made two years ago. At that time they estimated construction cost at $25,430,000. The present cost estimate is $[illegible]. On the basis of 4 per cent bonds with allowance for financing costs and interest during construction, a bond issue of $34,[illegible]3,500 would be required. The revised cost is shown on the attached sheet.

One method of financing the project is by the issuance of bonds to cover the entire project. Attached are tabulations showing the possible financing plans. Generally it is required that a reserve equaling two years' interest on outstanding reserve bonds be set aside. If the bonds were an obligation of the State Highway Commission rather than of the project alone, such a reserve might not be required. The retirement schedules are computed both with and without the reserve. This interest reserve does not start to accumulate until the bridge revenues equal the interest, which is estimated to be in 1963.

You will note that, with the interest revenue from the estimated completion to 1963 when the bridge should carry the interest from revenue, the States would be called upon to contribute $6,545,000 to keep up interest payments, the annual contributions decreasing from a maximum of $720,440 in 1960 to nothing in 1963. Retirement of the bonds could not begin until 1994, and all bonds could not be retired until 2016.

If the bonds could be sold without the interest reserve being required, the bond retirement can be made a few years earlier, but the contribution from the States would remain the same. Bond retirement could begin in 1993 and be completed in 2014. There is considerable doubt that bonds of as long a term as required under either of these schemes could be sold.

A second possibility would be to issue revenue bonds for the $1[illegible],[illegible]00,000 that the bridge revenue would support and a second bond issue paid by the States, possibly assisted by funds from local sources, concurrently with the revenue issue. The analysis by the Allyn Company shows that under this scheme the bonds could be retired in 1989, a period of 32 years. The issue to be paid off by the States would be approximately $16,500,000. It would require $9[illegible]3,175 per year over the 32-year period to retire the $16,500,000 issue at 4 per cent interest.

Very truly yours,

W. C. Williams
State Highway Engineer

Attachments

W. A. Bugge
cc Mr. C. W. Enfield

GSP:gm

REQUIRED BOND ISSUE - ASTORIA BRIDGE

Direct Construction Cost (Tudor Estimate plus 20 per cent) - - - - - - -		$ 28,083,000
Additional Cost -		
Right of way - - - - - - -	$ 225,000	
Engineering, legal, etc. at 7½ per cent of construction cost - - - -	2,106,225	
Repayment of loan - - - -	50,000	2,381,225
		$ 30,464,225
Use - - - - - - - - - -		$ 30,500,000
Interest during construction, plus 6 months		
3½ years at 4 per cent - - -	$ 4,791,300	
Less interest earnings - - -	1,067,800	$ 3,723,500
		$ 34,223,500

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 17, 1956

BOND RETIREMENT SCHEDULE-PROPOSED ASTORIA-MEGLER TOLL BRIDGE

With Interest Reserve

Year	Bridge Revenue	From State	Bond Interest	Bond Principal	Total Debt Service
1958	$ 3,723,800	$	$ 1,368,940	$	$ 1,368,940
1959	640,500		1,368,940		1,368,940
1960	320,250		1,368,940		1,368,940
1961	724,750	66,460	1,368,940		1,368,940
1962	648,500	720,440	1,368,940		1,368,940
1963	665,500	703,440	1,368,940		1,368,940
1964	698,800	670,140	1,368,940		1,368,940
1965	673,400	695,540	1,368,940		1,368,940
1966	709,500	659,440	1,368,940		1,368,940
1967	746,900	622,040	1,368,940		1,368,940
1968	785,800	583,140	1,368,940		1,368,940
1969	826,300	542,640	1,368,940		1,368,940
1970	868,500	500,440	1,368,940		1,368,940
1971	905,800	463,140	1,368,940		1,368,940
1972	948,000	420,940	1,368,940		1,368,940
1973	990,200	378,740	1,368,940		1,368,940
1974	1,032,400	336,540	1,368,940		1,368,940
1975	1,074,700	294,240	1,368,940		1,368,940
1976	1,116,900	252,040	1,368,940		1,368,940
1977	1,159,100	209,840	1,368,940		1,368,940
1978	1,201,300	167,640	1,368,940		1,368,940
1979	1,243,500	125,440	1,368,940		1,368,940
1980	1,285,800	83,140	1,368,940		1,368,940
1981	1,323,000	45,940	1,368,940		1,368,940
1982	1,365,200	3,740	1,368,940		1,368,940
1983	1,407,400		1,368,940		1,368,940
1984	1,449,600		1,368,940		1,368,940
1985	1,491,900		1,368,940		1,368,940
1986	1,534,100		1,368,940		1,368,940
1987	1,576,300		1,368,940		1,368,940
1988	1,618,500		1,368,940		1,368,940

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 17, 1956

RETIREMENT SCHEDULE-PROPOSED ASTORIA-MEGLER TOLL BRIDGE

With Interest Reserve

om ate	Bond Interest	Bond Principal	Total Debt Service	Reserve 2 Yr. Interest	Bonds Outstanding
	$ 1,368,940	$	$ 1,368,940	$ 2,354,860	$ 34,223,500
	1,368,940		1,368,940	1,626,420	34,223,500
	1,368,940		1,368,940	577,730	34,223,500
6,460	1,368,940		1,368,940		34,223,500
,440	1,368,940		1,368,940		34,223,500
3,440	1,368,940		1,368,940		34,223,500
0,140	1,368,940		1,368,940		34,223,500
5,540	1,368,940		1,368,940		34,223,500
9,440	1,368,940		1,368,940		34,223,500
2,040	1,368,940		1,368,940		34,223,500
3,140	1,368,940		1,368,940		34,223,500
2,640	1,368,940		1,368,940		34,223,500
0,440	1,368,940		1,368,940		34,223,500
,140	1,368,940		1,368,940		34,223,500
,940	1,368,940		1,368,940		34,223,500
,740	1,368,940		1,368,940		34,223,500
6,540	1,368,940		1,368,940		34,223,500
,240	1,368,940		1,368,940		34,223,500
2,040	1,368,940		1,368,940		34,223,500
,840	1,368,940		1,368,940		34,223,500
7,640	1,368,940		1,368,940		34,223,500
,440	1,368,940		1,368,940		34,223,500
,140	1,368,940		1,368,940		34,223,500
,940	1,368,940		1,368,940		34,223,500
,740	1,368,940		1,368,940		34,223,500
	1,368,940		1,368,940	38,460	34,223,500
	1,368,940		1,368,940	119,120	34,223,500
	1,368,940		1,368,940	242,080	34,223,500
	1,368,940		1,368,940	407,240	34,223,500
	1,368,940		1,368,940	614,600	34,223,500
	1,368,940		1,368,940	864,160	34,223,500

With Interest Reserve

Year	Bridge Revenue	From State	Bond Interest	Bond Principal	Total Debt Service
1989	$ 1,660,800	$	$ 1,368,940	$	$ 1,368,940
1990	1,703,000		1,368,940		1,368,940
1991	1,740,200		1,368,940		1,368,940
1992	1,782,400		1,368,940		1,368,940
1993	1,824,600		1,368,940		1,368,940
1994	1,866,900		1,368,940	533,000	1,901,940
1995	1,909,100		1,347,620	610,000	1,957,620
1996	1,951,300		1,323,220	683,000	2,006,220
1997	1,993,500		1,295,900	758,000	2,053,900
1998	2,035,700		1,265,580	837,000	2,102,580
1999	2,078,000		1,232,100	920,000	2,152,100
2000	2,120,200		1,195,300	1,005,000	2,200,300
2001	2,162,400		1,155,100	1,095,000	2,250,100
2002	2,204,600		1,111,300	1,188,000	2,299,300
2003	2,246,900		1,063,780	1,286,000	2,349,780
2004	2,289,100		1,012,340	1,388,000	2,400,340
2005	2,331,300		956,820	1,494,000	2,450,820
2006	2,373,500		897,060	1,605,000	2,502,060
2007	2,415,700		832,860	1,720,000	2,552,860
2008	2,458,000		764,060	1,841,000	2,605,060
2009	2,500,200		690,420	1,968,000	2,658,420
2010	2,542,400		611,700	2,098,000	2,709,700
2011	2,584,600		527,780	2,236,000	2,763,780
2012	2,626,800		438,340	2,379,000	2,817,340
2013	2,669,100		343,180	2,528,000	2,871,180
2014	2,711,300		242,060	2,684,000	2,926,060
2015	2,753,500		134,700	2,846,000	2,980,700
2016	(499,960)Required		20,860	521,500	542,360
Total	$ 94,791,260	$ 8,545,100	$ 69,112,860	$ 34,223,500	$103,336,360

With Interest Reserve

	Bond Interest	Bond Principal	Total Debt Service	Reserve 2 Yr. Interest	Bonds Outstanding
	$ 1,368,940	$	$ 1,368,940	$ 1,156,020	$ 34,223,500
	1,368,940		1,368,940	1,490,080	34,223,500
	1,368,940		1,368,940	1,861,340	34,223,500
	1,368,940		1,368,940	2,274,800	34,223,500
	1,368,940		1,368,940	2,730,460	34,223,500
	1,368,940	533,000	1,901,940	2,695,420	33,690,500
	1,347,620	610,000	1,957,620	2,646,900	33,080,500
	1,323,220	683,000	2,006,220	2,591,980	32,397,500
	1,295,900	758,000	2,053,900	2,531,580	31,639,500
	1,265,580	837,000	2,102,580	2,464,700	30,802,500
	1,232,100	920,000	2,152,100	2,390,600	29,882,500
	1,195,300	1,005,000	2,200,300	2,310,500	28,877,500
	1,155,100	1,095,000	2,250,100	2,222,800	27,782,500
	1,111,300	1,188,000	2,299,300	2,128,100	26,594,500
	1,063,780	1,286,000	2,349,780	2,025,220	25,308,500
	1,012,340	1,388,000	2,400,340	1,913,980	23,920,500
	956,820	1,494,000	2,450,820	1,794,460	22,426,500
	897,060	1,605,000	2,502,060	1,665,900	20,821,500
	832,860	1,720,000	2,552,860	1,528,740	19,101,500
	764,060	1,841,000	2,605,060	1,381,680	17,260,500
	690,420	1,968,000	2,658,420	1,223,460	15,292,500
	611,700	2,098,000	2,709,700	1,056,160	13,194,500
	527,780	2,236,000	2,763,780	876,980	10,958,500
	438,340	2,379,000	2,817,340	686,440	8,579,500
	343,180	2,528,000	2,871,180	484,360	6,051,500
	242,060	2,684,000	2,926,060	269,600	3,367,500
	134,700	2,846,000	2,980,700	42,400	521,500
	20,860	521,500	542,360	-	-
45,100	$ 69,112,860	$ 34,223,500	$103,336,360		

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 17, 1956

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

Without Interest Reserve

Year	Bridge Revenue	From State	Bond Interest	Bond Principal	Total Debt Service
1958	$ 3,723,800	$	$ 1,368,940	$	$ 1,368,940
1959	640,500		1,368,940		1,368,940
1960	320,250		1,368,940		1,368,940
1961	724,750	66,460	1,368,940		1,368,940
1962	648,500	720,440	1,368,940		1,368,940
1963	665,500	703,440	1,368,940		1,368,940
1964	698,800	670,140	1,368,940		1,368,940
1965	673,400	695,540	1,368,940		1,368,940
1966	709,500	659,440	1,368,940		1,368,940
1967	746,900	622,040	1,368,940		1,368,940
1968	785,800	583,140	1,368,940		1,368,940
1969	826,300	542,640	1,368,940		1,368,940
1970	868,500	500,440	1,368,940		1,368,940
1971	905,800	463,140	1,368,940		1,368,940
1972	948,000	420,940	1,368,940		1,368,940
1973	990,200	378,740	1,368,940		1,368,940
1974	1,032,400	336,540	1,368,940		1,368,940
1975	1,074,700	294,240	1,368,940		1,368,940
1976	1,116,900	252,040	1,368,940		1,368,940
1977	1,159,100	209,840	1,368,940		1,368,940
1978	1,201,300	167,640	1,368,940		1,368,940
1979	1,243,500	125,440	1,368,940		1,368,940
1980	1,285,800	83,140	1,368,940		1,368,940
1981	1,323,000	45,940	1,368,940		1,368,940
1982	1,365,200	3,740	1,368,940		1,368,940
1983	1,407,400		1,368,940	38,000	1,406,940
1984	1,449,600		1,367,420	82,000	1,449,420
1985	1,491,900		1,364,140	128,000	1,492,140
1986	1,534,100		1,359,020	175,000	1,534,020
1987	1,576,300		1,352,020	224,000	1,576,020
1988	1,618,500		1,343,060	276,000	1,619,060

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 17, 1956

OND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

Without Interest Reserve

ts	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 1,368,940	$	$ 1,368,940	$ 2,354,860	$ 34,223,500
	1,368,940		1,368,940	1,626,420	34,223,500
	1,368,940		1,368,940	577,730	34,223,500
66,460	1,368,940		1,368,940		34,223,500
20,440	1,368,940		1,368,940		34,223,500
03,440	1,368,940		1,368,940		34,223,500
70,140	1,368,940		1,368,940		34,223,500
5,540	1,368,940		1,368,940		34,223,500
9,440	1,368,940		1,368,940		34,223,500
22,040	1,368,940		1,368,940		34,223,500
83,140	1,368,940		1,368,940		34,223,500
42,640	1,368,940		1,368,940		34,223,500
00,440	1,368,940		1,368,940		34,223,500
63,140	1,368,940		1,368,940		34,223,500
20,940	1,368,940		1,368,940		34,223,500
78,740	1,368,940		1,368,940		34,223,500
6,540	1,368,940		1,368,940		34,223,500
,240	1,368,940		1,368,940		34,223,500
2,040	1,368,940		1,368,940		34,223,500
09,840	1,368,940		1,368,940		34,223,500
67,640	1,368,940		1,368,940		34,223,500
25,440	1,368,940		1,368,940		34,223,500
33,140	1,368,940		1,368,940		34,223,500
45,940	1,368,940		1,368,940		34,223,500
3,740	1,368,940		1,368,940		34,223,500
	1,368,940	38,000	1,406,940	460	34,185,500
	1,367,420	82,000	1,449,420	640	34,103,500
	1,364,140	128,000	1,492,140	400	33,975,500
	1,359,020	175,000	1,534,020	480	33,800,500
	1,352,020	224,000	1,576,020	760	33,576,500
	1,343,060	276,000	1,619,060	200	33,300,500

Without Interest Reserve

Year	Bridge Revenue	From State	Bond Interest	Bond Principal	Total Debt Service
1989	$ 1,660,800	$	$ 1,332,020	$ 328,000	$ 1,660,020
1990	1,703,000		1,318,900	385,000	1,703,900
1991	1,740,200		1,303,500	436,000	1,739,500
1992	1,782,400		1,286,060	497,000	1,783,060
1993	1,824,600		1,266,180	558,000	1,824,180
1994	1,866,900		1,243,860	623,000	1,866,860
1995	1,909,100		1,218,940	690,000	1,908,940
1996	1,951,300		1,191,340	760,000	1,951,340
1997	1,993,500		1,160,940	833,000	1,993,940
1998	2,035,700		1,127,620	908,000	2,035,620
1999	2,078,000		1,091,300	987,000	2,078,300
2000	2,120,200		1,051,820	1,068,000	2,119,820
2001	2,162,400		1,009,100	1,153,000	2,162,100
2002	2,204,600		962,980	1,242,000	2,204,980
2003	2,246,900		913,300	1,333,000	2,246,300
2004	2,289,100		859,980	1,430,000	2,289,980
2005	2,331,300		802,780	1,528,000	2,330,730
2006	2,373,500		741,660	1,632,000	2,373,660
2007	2,415,700		676,380	1,739,000	2,415,380
2008	2,458,000		606,820	1,851,000	2,457,820
2009	2,500,200		532,780	1,968,000	2,500,780
2010	2,542,400		454,060	2,088,000	2,542,060
2011	2,584,600		370,540	2,214,000	2,584,540
2012	2,626,800		281,980	2,345,000	2,626,980
2013	2,669,100		188,180	2,481,000	2,669,180
2014	(2,311,940) Required		88,940	2,223,500	2,312,440
Total	$ 93,138,460	$ 8,545,100	$ 65,460,060	$ 34,223,500	$ 99,683,560

Without Interest Reserve

	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 1,332,020	$ 328,000	$ 1,660,020	$ 980	$ 32,972,500
	1,318,900	385,000	1,703,900	80	32,587,500
	1,303,500	436,000	1,739,500	780	32,151,500
	1,286,060	497,000	1,783,060	120	31,654,500
	1,266,180	558,000	1,824,180	540	31,096,500
	1,243,860	623,000	1,866,860	580	30,473,500
	1,218,940	690,000	1,908,940	740	29,783,500
	1,191,340	760,000	1,951,340	700	29,023,500
	1,160,940	833,000	1,993,940	260	28,190,500
	1,127,620	908,000	2,035,620	340	27,282,500
	1,091,300	987,000	2,078,300	40	26,295,500
	1,051,820	1,068,000	2,119,820	420	25,227,500
	1,009,100	1,153,000	2,162,100	720	24,074,500
	962,980	1,242,000	2,204,980	340	22,832,500
	913,300	1,333,000	2,246,300	940	21,499,500
	859,980	1,430,000	2,289,980	60	20,069,500
	802,780	1,528,000	2,330,780	580	18,541,500
	741,660	1,632,000	2,373,660	420	16,909,500
	676,380	1,739,000	2,415,380	740	15,170,500
	606,820	1,851,000	2,457,820	920	13,319,500
	532,780	1,968,000	2,500,780	340	11,351,500
	454,060	2,088,000	2,542,060	680	9,263,500
	370,540	2,214,000	2,584,540	740	7,049,500
	281,980	2,345,000	2,626,980	560	4,704,500
	188,180	2,481,000	2,669,180	480	2,223,500
	88,940	2,223,500	2,312,440	-	-
100	$ 65,460,060	$ 34,223,500	$ 99,683,560		

FORM [illegible]-133 50M REVISED 2-52

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Sept. 20, 1956

NOTED
W. C. WILLIAMS

Mr. Ben R. Chandler, Chairman
State Highway Commission
P.O. Box [illegible]
Coos Bay, Oregon

Mr. Chas. H. Reynolds
State Highway Commissioner
P.O. Box 898
LaGrande, Oregon

Mr. M. K. McIver
State Highway Commissioner
255 S.W. Broadway
Portland 5, Oregon

Gentlemen:

Re: Possible means for financing bridges across Columbia River.

In connection with our consideration of the possibility of constructing a bridge across the Columbia River at Astoria, Mr. Charles H. Reynolds requested that we investigate possible methods whereby the project might be financed in conjunction with the proposed new bridge and existing bridge across the Columbia River between Portland and Vancouver.

I had hoped to be able to send you a written report on the matter last week; however, Mr. William H. Winslow, the attorney of this office who has been working on the problem, became ill and was out of the office for several days, and the study was not completed until today. I am enclosing herewith, a copy of his memorandum for your information.

Yours very truly,

C. W. ENFIELD
Chief Counsel

[illegible]:FRC

cc- Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. H. [illegible]

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OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 25M 9-51 82818

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1956

SUBJECT: Possible plans for a proposed interstate bridge between Astoria, Oregon, and Megler, Washington.

To: Memorandum

Introduction:

Each of these plans for a proposed interstate bridge between Astoria and Megler is based upon a bond issue in the principal amount of $44,000,000, to bear interest at the rate of 4% per annum, to be used for the redemption of the outstanding bonds on the new Portland-Vancouver Bridge, the reconstruction of the existing Portland-Vancouver Bridge, the construction of the proposed Astoria-Megler Bridge, and the operation of the three bridges as a single facility.

The estimated cost of the construction of the new Portland-Vancouver Bridge is $9,300,000, the reconstruction of the existing Portland-Vancouver Bridge $5,200,000, and the construction of the Astoria-Megler Bridge $29,500,000. These estimated figures include the amounts necessary for payment of debt service, but, with respect to the Astoria-Megler Bridge, do not include increased costs which have probably occurred since the original estimate was made in early 1955.

1 copy, 7971, 4653

The estimated revenue from existing Portland-Vancouver Bridge and the new Portland-Vancouver Bridge set forth in the attached appendices is based upon the report, dated December 31, 1955, of Wilbur Smith and Associates relating to those bridges. The estimated revenue from the proposed Astoria-Megler Bridge, set forth in the attached appendices is based upon the chart attached to the letter dated July 16, 1956, to Mr. C. W. Enfield, Chief Counsel of the Oregon State Highway Department, from Mr. R. J. Bettendorf, Manager of the Port of Astoria. According to that letter the chart is based "on the engineering and traffic and financial reports submitted by Tudor Engineering Company, Cloverdale & Colpitts and the A. C. Allyn Company.

Plan 1

1. Authorization of $44,000,000 bond issue.
2. Redemption of outstanding Portland-Vancouver Bridge bonds.
3. Completion of the new Portland-Vancouver Bridge and the reconstruction of the existing Portland-Vancouver Bridge.

4. Construction of the proposed Astoria-Megler Bridge.
5. Operation of the three bridges as a single toll facility until January 1, 1978, when all bond obligations will be liquidated, as indicated by Appendix A.

Plan 2

The three bridges can be operated as a single toll facility until January 1, 1972, when the two Portland-Vancouver Bridges will be free from tolls and from that date the operation of the Astoria-Megler Bridge as a toll facility until January 1, 1996, when all bond obligations will be liquidated, as indicated in Appendix B.

Plan 3

This plan is the same as Plan 1, except the addition of $400,000 of annual taxes, one-half of which is to be raised in each of the states by municipalities, counties or prospective toll bridge districts which will be benefited by the Astoria-Megler Bridge. This plan will result in the liquidation of all bond obligations by January 1, 1976, as indicated in Appendix C.

According to the Oregon Blue Book, 1955, page 302, the value of the taxable property in the following counties as of January 1, 1954, was:

		per cent of true value	full value
Clatsop County	$20,500,000	32	$ 63,900,000
Tillamook County	17,600,000	34	51,700,000
Lincoln County	18,200,000	35	51,800,000
	$56,300,000		$167,400,000

An annual tax of 1% on the taxable property in Clatsop County on the assessed valuation of $20,500,000 or of approximately 1/3 of 1% on the full valuation would produce $200,000 annually.

In addition, the City of Astoria could contribute each year the amount it receives from the State Highway Fund. The same idea could be applied to other Oregon cities, towns, and counties within a certain distance of the proposed Astoria-Megler Bridge.

According to that Blue Book, the following State Highway Fund apportionments were made to those three counties in 1953:

Clatsop County	$175,329.91
Lincoln County	133,931.67
Tillamook County	127,101.49
	$436,363.07

On the same principle, other State funds annually paid to the political subdivisions to be benefited by the proposed bridge could be used.

Plan 4

The three bridges can be operated as a single toll facility until January 1, 1968, which with the annual addition of $400,000 in taxes, will permit, on that date, the release of the two Portland-Vancouver Bridges from tolls, and will result in the liquidation of all bond obligations by January 1, 2000, as indicated in Appendix D.

Plan 5

This plan is the same as Plan 3, except the organization under appropriate new legislation in Oregon and the organization under existing legislation in Washington of toll bridge districts to include all or parts of Washington and Tillamook and possibly Lincoln Counties, in Oregon and appropriate parts of benefited counties in Washington, for the purpose of raising substantially more than $200,000 in annual taxes in each state to be used, either during the time any of the proposed bonds are outstanding, or during some portion of that time as for example, until the toll charges from the Astoria-Megler Bridge, alone, are, after paying the costs of maintenance and repairs, equal to twice the annual interest charges on the bonds then outstanding.

Legislative Changes Required Under Various Plans

Oregon:

Under ORS 381.005 et seq., the State Highway Commission is given authority to construct, operate, and maintain bridges over the Columbia River to the State of Washington, and to use any funds available to the Commission to pay the cost for such construction, operation, or maintenance, and also to issue bonds payable out of revenues to be derived from the bridge in order to raise funds for the construction of any such bridge. ORS 381.086 et seq., pertains specifically to the proposed and existing interstate bridges between Portland and Vancouver. Revenues derived from the operation from such bridges as toll bridges are expressly limited, and in order for any of the toll revenues to be used in connection with the Astoria-Megler Bridge authorizing legislation must be obtained. It would also be necessary to repeal ORS 381.094 which specifically requires that the existing Interstate Bridge be operated as a free bridge whenever all bonds and interest thereon issued for the purpose of obtaining funds would be used for the construction of the proposed new bridge have been paid.

With respect to Plan 3 which contemplates the use of $400,000 contributed by municipalities, counties, or other organizations and raised by annual taxation, it might be necessary to have authorizing legislation enacted. The taxing authority of public bodies is limited and restricted by statute, and whether taxes could be imposed under existing law to raise revenues for the proposed plan has not been definitely ascertained.

With respect to the proposal that affected cities and counties could contribute the amounts received each year from the State Highway Fund, if this proposal is followed, it will probably be necessary to amend the statutes apportioning moneys out of the State Highway Fund to cities and counties since the purposes for which the moneys may be expended by cities and counties are limited by existing statutes.

Washington:

A review of applicable Washington statutes indicates that considerably more legislative action would be required than in the case of Oregon. Among other statutes that might need to be appealed or amended in the State of Washington in order to permit accomplishment of the plans outlined above are as follows:

47.56.070 RCW, which provides that no toll facility shall be combined with any other toll facility for financing purposes, would need to be repealed.

46.56.160 RCW, which provides that all revenue from a toll bridge shall be a trust fund, would need to be amended so as to provide that the revenues from all three bridges shall be a trust fund to be used for maintenance, repairs, and bond obligations.

47.54.240 RCW, relating to the fixing of tolls, which constitute a trust fund, would need to be amended so as to apply to the three bridges as a single toll facility.

46.56.320 RCW, which authorizes the toll bridge authority to enter into an agreement with the Oregon State Highway Commission that the new Portland-Vancouver Bridge and the existing Portland-Vancouver Bridge shall be operated as a single toll facility and to operate that facility, would need to be amended so as to include the Astoria-Megler Bridge as a part of the toll bridge facility.

46.56.320 RCW, which gives the authority broad powers to enter into agreements with the Oregon State Highway Commission, relating to the construction of the new Portland-Vancouver Bridge and the reconstruction of the existing Portland-Vancouver Bridge, would need to be amended so as to include the Astoria-Megler Bridge.

47.56.340 RCW, which provides that the Portland-Vancouver Bridges shall be operated as toll free bridges after the indebtedness incurred therefor has been liquidated, would need to be amended so as to include the Astoria-Megler Bridge.

47.56.343 RCW, which provides that the revenue bonds shall constitute obligations only of the authority payable solely from the tolls of the facility, would need to be broadened so as to include the Astoria-Megler Bridge as a part of the facility operating the two Portland-Vancouver Bridges.

WILLIAM H. WINSLOW
Assistant Attorney

WHW:br

APPENDIX A

Two Portland-Vancouver Bridges and Astoria-Megler Bridge Operated as a Single Facility $44,000,000

		Income Available for Debt Service	Total	Interest	Bonds Retired	Bonds Outstanding
1960	P-V	$2,176,320	$2,794,020	$1,760,000	$1,034,020	$42,966,000
	A-M	617,700				
1961	P-V	2,257,516	2,906,016	1,718,640	1,187,376	41,779,000
	A-M	648,500				
1962	P-V	2,335,000	3,000,500	1,671,160	1,329,340	40,450,000
	A-M	665,500				
1963	P-V	2,409,188	3,107,988	1,618,000	1,489,988	38,961,000
	A-M	698,800				
1964	P-V	2,478,598	3,151,998	1,558,440	1,593,558	37,368,000
	A-M	673,400				
1965	P-V	2,543,038	3,252,538	1,494,720	1,757,818	35,611,000
	A-M	709,500				
1966	P-V	2,603,019	3,349,919	1,424,440	1,925,479	33,686,000
	A-M	746,900				
1967	P-V	2,657,079	3,442,879	1,347,440	2,095,439	31,591,000
	A-M	785,800				
1968	P-V	2,704,790	3,530,790	1,263,640	2,267,150	29,324,000
	A-M	826,000				
1969	P-V	2,745,762	3,614,262	1,172,960	2,441,302	26,883,000
	A-M	868,500				
1970	P-V	2,779,647	3,685,447	1,075,320	2,610,127	24,273,000
	A-M	905,800				

APPENDIX A
(Continued)

	Income Available for Debt Service		Total	Interest	Bonds Retired	Bonds Outstanding
1971	P-V	$2,800,000				
	A-M	948,000	$3,748,000	$ 970,920	$2,777,080	$21,496,000
1972	P-V	2,800,000				
	A-M	990,200	3,790,200	859,840	2,930,360	18,565,000
1973	P-V	2,800,000				
	A-M	1,032,400	3,832,400	742,640	3,089,760	15,477,000
1974	P-V	2,800,000				
	A-M	1,074,700	3,874,000	619,080	3,254,920	12,223,000
1975	P-V	2,800,000				
	A-M	1,116,900	3,916,900	488,920	3,427,980	8,796,000
1976	P-V	2,800,000				
	A-M	1,159,100	3,959,100	351,840	3,607,260	5,189,000
1977	P-V	2,800,000				
	A-M	1,201,300	4,001,300	207,560	3,793,740	1,396,000
1978	P-V	2,800,000				
	A-M	1,243,500	4,043,500	55,840	Balance	

APPENDIX B

Two Portland-Vancouver Bridges and Astoria-Megler Bridge Beginning 1972 with Revenue from Astoria-Megler Bridge Only

	Income Available For Debt Service	Interest	Bonds Retired	Bonds Outstanding
1972	$ 990,200	$859,800	$ 130,400	$21,365,000
1973	1,032,400	854,600	177,800	21,188,000
1974	1,074,700	847,520	227,180	20,961,000
1975	1,116,900	838,440	278,460	20,683,000
1976	1,159,100	827,320	331,780	20,352,000
1977	1,201,300	814,080	387,220	19,965,000
1978	1,243,500	798,600	444,900	19,521,000
1979	1,285,800	780,840	504,960	19,017,000
1980	1,323,000	760,680	562,320	18,455,000
1981	1,365,200	738,200	627,000	17,828,000
1982	1,407,400	713,120	694,280	17,134,000
1983	1,449,600	685,360	764,240	16,370,000
1984	1,491,900	654,800	837,100	15,533,000
1985	1,534,100	621,320	912,780	14,621,000
1986	1,576,300	584,840	991,460	13,630,000
1987	1,618,500	545,200	1,073,300	12,557,000
1988	1,660,800	502,280	1,158,520	11,399,000
1989	1,703,000	455,960	1,247,040	10,152,000
1990	1,740,200	406,080	1,334,120	8,818,000
1991	1,782,400	352,720	1,429,680	7,389,000
1992	1,824,600	295,560	1,529,040	5,860,000
1993	1,866,900	234,400	1,632,500	4,228,000
1994	1,909,100	169,120	1,739,980	2,489,000
1995	1,951,300	99,560	1,851,740	638,000
1996	1,993,500	25,520	Balance	

APPENDIX C

Two Portland-Vancouver Bridges and Astoria-Megler Bridge
With Addition of Special Taxes of $400,000 per annum

	Income Available For Debt Service	Special Tax For Bridge	Total	Interest	Bonds Retired	Bonds Outstanding
1960	$2,794,020	$400,000	$3,194,020	$1,760,000	$1,434,020	$42,566,000
1961	2,906,016	400,000	3,306,016	1,702,640	1,603,376	40,963,000
1962	3,000,500	400,000	3,400,500	1,638,520	1,761,980	39,202,000
1963	3,107,988	400,000	3,507,988	1,568,080	1,939,908	37,263,000
1964	3,151,998	400,000	3,551,998	1,490,520	2,061,478	35,202,000
1965	3,252,538	400,000	3,652,538	1,408,080	2,244,458	32,958,000
1966	3,349,919	400,000	3,749,919	1,318,320	2,431,599	30,527,000
1967	3,442,879	400,000	3,842,879	1,221,080	2,621,799	27,906,000
1968	3,530,790	400,000	3,930,790	1,116,240	2,814,550	25,092,000
1969	3,614,262	400,000	4,014,262	1,003,680	3,010,582	22,082,000
1970	3,685,447	400,000	4,085,447	883,280	3,202,167	18,880,000
1971	3,748,000	400,000	4,148,000	755,200	3,392,800	15,488,000
1972	3,790,200	400,000	4,190,200	619,520	3,570,680	11,918,000
1973	3,832,400	400,000	4,232,400	476,720	3,755,680	8,163,000
1974	3,874,000	400,000	4,274,000	326,520	3,947,480	4,216,000
1975	3,916,900	400,000	4,316,900	168,640	4,148,260	68,000
1976	3,959,100	400,000	4,359,100	2,720	Balance	

APPENDIX D

Two Portland-Vancouver Bridges and Astoria-Megler Bridge Operated as a Single Facility until January 1, 1968

	Income Available From Three Bridges For Debt Service	Special Tax For Bridge	Total	Interest	Bonds Retired	Bonds Outstanding
1960	$2,794,020	$400,000	$3,194,020	$1,760,000	$1,434,020	$42,566,000
1961	2,906,016	400,000	3,306,016	1,702,640	1,603,376	40,963,000
1962	3,000,500	400,000	3,400,500	1,638,520	1,761,980	39,202,000
1963	3,107,988	400,000	3,507,988	1,568,080	1,939,908	37,263,000
1964	3,151,998	400,000	3,551,998	1,490,520	2,061,478	35,202,000
1965	3,252,538	400,000	3,652,538	1,408,080	2,244,458	32,958,000
1966	3,349,919	400,000	3,749,919	1,318,320	2,431,599	30,527,000
1967	3,442,879	400,000	3,842,879	1,221,080	2,621,799	27,906,000

The Astoria-Megler Bridge After January 1, 1968

	Income Available From Astoria-Megler Bridge	Special Tax For Bridge	Total	Interest	Bonds Retired	Bonds Outstanding
1968	$ 826,300	$400,000	$1,226,300	$1,116,240	$ 110,060	$27,796,000
1969	868,500	400,000	1,268,500	1,111,840	156,660	27,640,000
1970	905,800	400,000	1,305,800	1,105,600	200,200	27,440,000
1971	948,000	400,000	1,348,000	1,097,600	250,400	27,190,000
1972	990,000	400,000	1,390,000	1,087,600	302,400	26,888,000
1973	1,032,400	400,000	1,432,400	1,075,520	356,880	26,532,000
1974	1,074,700	400,000	1,474,700	1,061,280	413,420	26,119,000
1975	1,116,900	400,000	1,516,900	1,044,760	472,140	25,647,000
1976	1,159,100	400,000	1,559,100	1,025,880	533,220	25,114,000
1977	1,201,300	400,000	1,601,300	1,004,560	596,740	24,518,000
1978	1,243,500	400,000	1,643,500	980,720	662,780	23,856,000
1979	1,285,800	400,000	1,685,800	954,240	731,560	23,125,000
1980	1,323,000	400,000	1,723,000	925,000	798,000	22,327,000
1981	1,365,200	400,000	1,765,200	893,080	872,120	21,455,000
1982	1,407,400	400,000	1,807,000	858,200	948,800	20,507,000
1983	1,449,600			820,280	629,320	19,878,000
1984	1,491,900			795,120	696,780	19,182,000

APPENDIX D
(Continued)

	Income Available From Astoria-Megler Bridge	Special Tax For Bridge	Total	Interest	Bonds Retired	Bonds Outstanding
1985	$1,534,100			$ 767,280	$ 766,820	$18,416,000
1986	1,576,300			736,640	839,660	17,577,000
1987	1,618,500			703,080	915,420	16,662,000
1988	1,660,800			666,480	994,320	15,668,000
1989	1,703,000			626,720	1,076,280	14,592,000
1990	1,740,200			583,680	1,156,520	13,436,000
1991	1,782,400			537,440	1,244,960	12,192,000
1992	1,824,600			487,680	1,336,920	10,856,000
1993	1,866,900			434,240	1,432,660	9,424,000
1994	1,909,100			376,960	1,532,140	7,892,000
1995	1,951,300			315,680	1,635,620	6,257,000
1996	1,993,500			250,280	1,743,220	4,514,000
1997	2,035,800			180,560	1,855,240	2,659,000
1998	2,078,000			106,360	1,971,640	688,000
1999	2,120,200			27,520	Balance	

9

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SEP 19 1956
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RALPH A. TUDOR
L. A. HELGESSON
CARL A. [illegible]

TUDOR ENGINEERING COMPANY

74 NEW MONTGOMERY STREET, SAN FRANCISCO 5 - YUKON 2-4387

[illegible]

September 14, 1956

Mr. Glenn Paxson
Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Subject: Proposed Astoria Bridge

Dear Mr. Paxson:

In accordance with your request by telephone we are sending you the information you desire regarding the lift span over the secondary channel near the Washington shore.

Referring to our report drawing showing the plan and elevation of the bridge from the beginning of the project to Pier 19, you will note that we have provided a lift span of 350 feet flanked by 395 foot spans. The estimate which we are furnishing you includes the 350 foot lift span, the two 395 foot spans, the towers, and Piers 9 and 10. For this portion of the structure, our report estimate totaled $2,234,000 and is broken down as follows:

SUBSTRUCTURE

ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Excavation (Wet)	8800	Cu.Yds.	$ 2.00	$ 18,000
Concrete below Elevation 0	7776	Cu.Yds.	60.00	467,000
Concrete above Elevation 0	1880	Cu.Yds.	65.00	122,000
Reinforcing Steel	772	1000 lb.	120.00	93,000
14" Steel H-Piles	28800	Lin.ft.	5.51	158,000
Drive Steel H-Piles	288	Each	430.00	124,000
Structural Steel (Towers)	307	1000 lb.	230.00	71,000
				$1,053,000

NOTED
G. S. PAXSON

SUPERSTRUCTURE

ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Structural Steel (Towers)	613	1000 lb.	230.00	$ 141,000
Structural Steel (Trusses)	2893	1000 lb.	230.00	666,000
Concrete Deck	380	Cu.Yds.	85.00	32,000
Reinforcing Steel	76	1000 lb.	120.00	9,000
Steel Curbs and Sidewalk	205	1000 lb.	300.00	62,000
Steel Deck Grating	9100	Sq.ft.	2.30	21,000
Lift Span Machinery	Lump Sum			250,000
				$1,181,000

We believe this will give you the information you desire. If we can be of any future assistance, please let us know.

Very truly yours,

L. A. Helgesson

L. A. Helgesson

LAH/gb

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SEP 18 1956
OREGON
STATE HIGHWAY COMMISSION

THE PORT OF ASTORIA
Telephone 2420
Astoria, Oregon
COMMISSIONERS:
ALBERT E. RISSMAN, Treasurer
WM. R. MANION
RICHARD J. BETTENDORF, Gen. Manager

FOR FILING

SEPTEMBER 5, 1956

MR. G. S. PAXSON, BRIDGE ENGINEER
OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

DEAR MR. PAXSON:

RELATIVE TO OUR PHONE CONVERSATION THIS MORNING, ENCLOSED IS A COPY OF THE AGREEMENT BETWEEN THE PORT OF ASTORIA AND TUDOR ENGINEERING CO. FOR THE ENGINEERING AND TRAFFIC STUDIES OF A BRIDGE ACROSS THE COLUMBIA RIVER AT ASTORIA. YOU MAY RETAIN THIS COPY FOR YOUR FILES.

WE HAVE REQUESTED TUDOR TO TURN OVER TO US THE COPIES OF THEIR FIELD NOTES AND OTHER DATA USED BY THEM IN THEIR SURVEY. AS SOON AS THEY ARE RECEIVED, WE WILL SEE THAT THEY ARE PLACED IN YOUR HANDS FOR YOUR STUDY.

I DISCUSSED THE SPAN DISTANCE IN THE TRESTLE WORK WITH G. T. MCCLEAN, OUR ENGINEER. HE IS OF THE OPINION THAT THE 50 FT. SPACING IS SATISFACTORY. HE BELIEVES THAT SUCH SPACING WOULD NOT PRESENT ANY DRIFT PROBLEMS BECAUSE OF THE TYPE OF DRIFT IN THE LOWER RIVER AND THE SELF CLEARING ACTION OF THE TIDES.

MCCLEAN FEELS THAT AN INVESTIGATION INTO THE POSSIBILITY OF USING A SOLID FILL ACROSS THE SAND FLATS AND THE ELIMINATION OF A LIFT SPAN ACROSS THE NORTH CHANNEL WOULD BE WORTH INVESTIGATING. IT IS FELT THAT TUDOR BEING AN EX ARMY ENGINEER, BASED HIS DESIGN ON THE POSSIBLE MAXIMUM REQUIREMENTS OF THE ARMY ENGINEERS.

WE HAVE SAMPLES OF THE TEST BORINGS TAKEN IN THE RIVER IF YOU ARE INTERESTED IN THEM AT THIS TIME.

KINDEST PERSONAL REGARDS.

SINCERELY,

PORT OF ASTORIA

R. J. Bettendorf

R. J. BETTENDORF, MANAGER

RECEIVED
6 1956
OREGON
STATE HIGHWAY COMM

NOTED
G. S. PAXS

ENC.
RJB:HM

March 16, 1954

The Port of Astoria
Astoria
Oregon

Gentlemen:

This is a revision of our proposal of March 2, 1954.

In connection with the proposed construction of an interstate toll bridge across the Columbia River at or near Astoria, Oregon previously discussed with you, we submit herewith our proposal in quintuplicate for engineering services for that project.

WHEREAS:

1. The Port of Astoria desires to have a study of engineering and financial facts made and a report rendered with respect to the financing, construction, and operation of a toll highway bridge across the Columbia River between Clapsop County, Oregon at or near Astoria, Oregon and Pacific County, Washington.

2. The Port of Astoria proposes to enter into an agreement with the Oregon State Highway Commission, the Washington Toll Bridge Authority, and Pacific County, Washington referred to as the Quadripartite Agreement, which provides in part that these three parties and The Port of Astoria jointly participate in providing funds for such a study and designates The Port of Astoria as the supervisor to represent the several parties in conducting the work. This agreement also authorizes The Port of Astoria to employ such technical or other trained and skilled

help as in the judgment of The Port of Astoria may seem to be for the best interests of the several parties thereto, subject to certain restrictions outlined in paragraph 3 below.

3. The Quadripartite Agreement further provides that before undertaking any of the work contemplated therein, The Port of Astoria shall prepare and submit to the representatives of the other parties a program policy and plan of procedure for the guidance of The Port of Astoria in its work and duties as representative of all the parties.

4. The Port of Astoria proposes to submit to the representatives of the other parties to the Quadripartite Agreement the required program policy and plan of procedure.

NOW THEREFORE, the premises being as stated generally in the foregoing, it is hereby agreed, as follows:

1. The Port of Astoria hereby retains and employs the services of the Tudor Engineering Company and the said Tudor Engineering Company hereby accepts said employment and agrees to perform the work herein set forth on the terms, conditions, and for the compensation herein specified and fixed.

2. The Tudor Engineering Company shall perform the following work subject to the time limitations provided in Paragraph 3 next below:

a. Collect all traffic and other data necessary for the firm of Coverdale and Colpitts of New York City to make a proper estimate of traffic and earnings.

b. Make topographic and other instrumental field surveys necessary to establish the location of the bridge and approaches.

c. Give consideration to various sites for the bridge within the vicinity of Astoria, Oregon.

d. Make foundation explorations of one or more bridge sites.

e. Make general plans and designs of the most suitable crossing including necessary approaches sufficient to arrive at reasonable estimates of cost.

f. Make estimates of cost of construction of the most suitable crossing including necessary approaches.

g. Make estimates of the cost of maintenance and operation of the most suitable crossing.

h. Retain the firm of Coverdale and Colpitts of New York City to study and prepare a report on estimated traffic and earnings of the proposed bridge.

i. From information obtained from the above investigations and estimates of revenue furnished by Coverdale and Colpitts, prepare a report, including recommendations for bridge location, financing, and further steps necessary to bring about the completion of the bridge.

3. No work shall be performed until the Quadripartite Agreement is signed by all parties thereto and The Port of Astoria notifies the Tudor Engineering Company to proceed with the work contemplated by this agreement. The Tudor Engineering Company shall complete the study and render its report within not to exceed ten months after the date of this notification by The Port of Astoria.

4. The Tudor Engineering Company shall supply The Port of Astoria with fifty copies of the report without cost other than the fee herein provided. Additional copies will be supplied at cost plus ten per cent. The Tudor Engineering Company will turn over to The Port of Astoria upon its request, the original or a photostat copy of the field notes of surveys, borings, investigations, including traffic counts and other data which have been the basis of the report.

5. The Port of Astoria agrees to pay the Tudor Engineering Company the lump sum of forty thousand dollars ($40,000) including the cost of services of Coverdale and Colpitts, Engineers, plus actual costs for foundation explorations for performing the work herein described which shall not exceed an additional ten thousand dollars ($10,000). The total cost shall in no event exceed fifty thousand dollars ($50,000) without prior written approval of The Port of Astoria. The forty thousand dollars ($40,000) fee shall be due and payable in ten equal payments on the tenth day of each month commencing with the first month after The Port of Astoria advises the Tudor Engineering Company to proceed with the work. The Port of Astoria shall reimburse the Tudor Engineering Company for the cost of foundation explorations on the tenth day of any month following a month when any of this work is performed.

The Tudor Engineering Company shall pay all the costs and services of Coverdale and Colpitts. The Tudor Engineering Company shall, at the first part of each month, make a progress report to The Port of Astoria showing the progress that has been made and the various features that have been investigated, and shall furnish such factual information that shall make such report understandable to The Port Commissioners and Port Engineer.

In the event that this toll bridge project is found feasible and funds for further engineering are assured, it is the intent of The Port of Astoria and the Tudor Engineering Company to enter into an Agreement for final engineering, including preparation of contract plans and specifications, the fee to be negotiated and determined in accordance with the Manual of Professional Practice for Civil Engineers of the American Society of Civil Engineers, but, in any case, not to exceed three and three-quarters per cent (3-3/4%) of the estimated construction cost of the project.

However, should the project, for any reason, be postponed or abandoned, except by our disapproval, this agreement shall, upon our option, be renewed if and when the project is again undertaken, either within three years of the postponement or within two years of the end of any war in which the United States may be then involved, whichever period is later.

The Tudor Engineering Company will assist The Port of Astoria in negotiations with State and Federal agencies, and will consult with the appropriate officials and coordinate the proposed project with plans of The Port of Astoria, Clatsop County, Pacific County, and the States of Oregon and Washington with the over-all objective of integrating the proposed structure into such plans and of providing a fully useful facility. The cost of such service performed by the Tudor Engineering Company shall be at the sole expense of the Tudor Engineering Company.

C. A. Trexel
TUDOR ENGINEERING COMPANY

The foregoing proposal accepted with the understanding that The Port of Astoria shall not be obligated to proceed with the project, or any studies or plans and specifications thereof, unless and until funds for such purposes have been assured.

H.M. Hacker
President

Commissioner

Wm R Marion
Commissioner

Commissioner

F. L. Wright
Commissioner

March 23, 1954

Secretary

Approved as to Form:

Fulton Reynolds & Fulton
Attorney

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SEP 13 1956
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NOTED
B. GLAISYER

STATE HIGHWAY COMMISSION MEETING

Delegation Port of Astoria re proposed bridge across Columbia River near Astoria

Date August 16, 1956

Time 3:15 p.m. — Thursday 8/16

	Name	City or Town	Capacity
1.	Floyd Wright (spokesman)	Astoria	Port of Astoria
5	Vern Ayers	Newport	Mgr., Ore. Coast Assn.
3.	J. D. Waterhouse	Gearhart	Port of Astoria
2.	Wm. R. Manion	Seaside	Port of Astoria
4	R. J. Bettendorf	Astoria	" "
6	G. T. McLean	"	" "

12 mi.
46,300,000

8/16

AGENDA
AUG 17 1956
D

July 30, 1956

Mr. R. J. Bettendorf, Manager
Port of Astoria
Smith Point
Astoria, Oregon

Dear Mr. Bettendorf:

Further reference is made to your letter of July 20, 1956 in which you request an appointment with the State Highway Commission for your bridge committee to discuss matters pertaining to the proposed bridge across the Columbia River near Astoria.

I brought your letter to the attention of the members of the Highway Commission at a special meeting here in Salem on Thursday of last week, and was instructed to inform you that the Commission will be pleased to discuss this matter with the members of your Port Commission on the first day of the Commission's regular meeting in Portland which is scheduled for Thursday and Friday, August 16 and 17. This meeting of the Highway Commission will be held as usual in the Imperial Hotel. The meeting place is the Queens Room in the basement of the hotel.

I am reserving time for your convenience on Thursday, August 16th, starting at about 3:15 p.m., which I trust is satisfactory.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock
W. C. Williams

3 15 P.M
Aug 16, 1956

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JUL 27 1956
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July 26, 1956

Oregon State Highway Commission

Gentlemen:

With reference to the problem of the Trans-Columbia bridge at Astoria, the estimate made by Tudor Engineering Company in 1953 was $25,430,000. It is quite probable that, before it could be financed, this estimate might, with the increase in steel prices and other factors, jump to about $30,000,000.

It has been estimated that tolls would finance about half of this cost. On the assumption that the State of Washington would bear its share of the other half of the cost and that the Tudor estimate will stand, the amount each State would be called upon to contribute would be $6,357,500.

Suppose this were to be done by federal aid and it would require three years to build the bridge, each State would have to put up $2,120,000. As far as Oregon is concerned, the total allocation of the federal-aid funds for the average of the next five years in Division 2 is $1,500,000. This would indicate that it would require about $620,000 per year more than the total allocation of these primary funds.

If the States would guarantee the interest, each State would be required to pay about $400,000 for 22 years. It is estimated that 22 years after opening, the revenue would equal the level debt-service requirements. The finance company seems doubtful of the practicability of such a scheme.

The present ferry service is not able to take care of the peak traffic during midday rush, on Sundays, and on a few other days. During the first 18 days of July this year, we have had cars left on the dock six days. Except on Sundays, these cars have never had to wait more than one trip, which with three boats means a maximum wait of approximately 30 minutes. However, there have been much longer waits on Sundays.

A careful review of the situation discloses that if another boat the same size as the Chessman were put on and all four boats were operated at peak hours there would be no delay, insofar as the present traffic is concerned.

I would recommend that consideration be given toward interesting the State of Washington in participating in the ferry operation and the placement of another ferry the same size as the Chessman as soon as possible. Better service, of course, will generate additional traffic, but the four boats should handle the situation satisfactorily perhaps for the next five years. It is possible that at that time consideration should be given to retiring the small boat and putting on another large boat.

About ten years from now another look should be taken at the traffic and the financing of the bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

cc Mr. G. S. Paxson

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JUL 27 1956
FOR FILING

Salem, Oregon
July 25, 1956

Columbia River Bridge at Astoria

Mr. R. H. Baldock

The estimate of direct construction cost for the bridge across the Columbia River at Astoria and its approaches, made in 1955 by Tudor Engineering Company, is $25,430,000. The financial analysis of this project, prepared by A. C. Allyn and Company, dated July 27, 1955, shows that, while the entire cost is greater than can be financed with revenue bonds, the project is feasible over a 25-year period provided one-half of the direct construction cost is financed from outside sources. One-half of this direct construction cost would amount to $12,715,000. It is assumed that this amount could be contributed equally by each of the states of Oregon and Washington. The amount each state would be called upon to contribute would be $6,357,500.

It is estimated that from the time the bonds were sold until the final estimate were due would be about three years. All of this money must be on hand to meet final estimates so that contribution of each state could not be spread over more than the three-year period. This would require $2,120,000 per year for each of the three years. Under the five-year program which we propose to submit to the State Highway Commission, the total allocation of federal-aid primary highway funds for Division II is approximately $1,500,000. This would indicate that it would require about $560,000 per year more than the total allocation of these primary highway funds.

The estimated revenue from the bridge, based upon an average of $1.36 per vehicle, is shown on the attached table entitled "Proposed Astoria Bridge Estimated Traffic and Gross and Net Revenues." The schedule of interest requirements and bond redemptions is shown in the second table attached hereto. You will note that beginning with the first year of operation of the bridge the net revenue available for debt service exceeds the interest payments and that after the seventh year of operation a sufficient reserve will be built up so that retirement of bonds could commence. This estimate shows that by the end of the 25 years of operation, the bonds representing one-half the cost of the structure can be retired.

It would of course be possible to continue tolls until the amounts advanced by the two states were recovered, for the financial analysis shows that this would be in approximately 20 years, making a total period of tolls of 45 years.

Another possibility for financing the project is for the two states to guarantee the interest and retirement of the bonds. The financial analysis shows that it would require 45 years for the project to liquidate the bonds. The annual level debt service requirement on a bond issue of $29,500,000 which is large enough to finance the entire project is estimated to be $1,413,050. The estimated first-year net revenue is $617,700, leaving $795,350 to be paid by the two states. An equal division to each state would require approximately $400,000 each. It is estimated that 22 years after opening the net revenue would equal the level debt service requirements. The state contribution would decrease constantly from the $400,000 requirement to nothing at the end of that period. The Allyn Company seems doubtful of the practicability of such a scheme.

The present ferry service is not able to take care of the peak traffic during midday rush, on Sundays, and on a few other days. During the first 18 days of July of this year, we have had cars left on the dock on six days. Except on Sundays, these cars have never had to wait more than one trip, which with the three boats operating means a maximum wait of approximately 30 minutes.

Our present cost of operating the ferry service is $330,000 per year, of which $15,000 is a charge for depreciation on the M. R. Cheesman. Our revenue in 1955 was $247,697. Under present traffic conditions, the operation of two boats of the capacity of the Cheesman together with the two smaller boats, Tourist II and Tourist III, would have taken the traffic as fast as it came. By proper timing, it would probably be possible to operate the four boats with the existing slips.

Traffic across the ferry is not increasing, in fact shows a slight decrease over the last four years. Ferry traffic during these years was as follows:

1952 - 150,000
1953 - 145,000
1954 - 134,000
1955 - 140,000

For some unknown reason, southbound traffic is considerably heavier than northbound traffic, and the congestion is greater at Megler than at Astoria. The two attached graphs show the rate of arrival and the ferry capacity at Megler. Figure I is the average Sunday traffic at Megler in August of 1955. Figure II is the traffic on June 10, 1956. June 10 was not as heavy a day as June 17, but traffic counts for that day are not available. These show that with an additional ship like the Cheesman traffic could be handled at its present rate. The Tourist II is 30 years old and will need complete rebuilding within the next five years. It is probable that by that time two additional ships of the Cheesman class will be needed to handle peak traffic at a capital investment cost of $750,000 each. At the present time one additional boat like the Cheeseman added to the present fleet would handle the traffic. The additional operating cost of the Cheeseman over the Tourist II is now $62 per day, and, since the additional boat would only operate at peak traffic hours, the additional operating cost would be minor.

A boat of the type of the Cheeseman under present price conditions would cost approximately $750,000. If this were depreciated over a period of 33 years, it would require $22,500 annual depreciation. This is without interest on the original investment. The additional operation cost, including insurance and maintenance, for the operation of an additional boat similar to the Cheeseman would be $25,000 per year, making an additional operation cost including depreciation on the vessel of $47,500 per year.

G. S. Paxson

GSP:gm
Attachments

PROPOSED ASTORIA BRIDGE

Estimated Traffic and Gross and Net Revenues for Years 1960-1994, Inclusive

Year	Per Cent Increase	Total Volume	Gross Revenue at $1.86 per Vehicle	Maintenance and Operation	Revenue Available for Debt Service
1960	4%	413,800	$ 769,700	$152,000	$ 617,700
1961	4	430,400	800,500	152,000	648,500
1962	4	447,600	832,500	167,000	665,500
1963	4	465,500	865,800	167,000	698,800
1964	4	484,100	900,400	227,000	673,400
1965	4	503,500	936,500	227,000	709,500
1966	4	523,600	973,900	227,000	746,900
1967	4	544,500	1,012,800	227,000	785,800
1968	4	566,300	1,053,300	227,000	826,300
1969	4	589,000	1,095,500	227,000	868,500
1970		611,700	1,137,800	232,000	905,800
1971		634,400	1,180,000	232,000	948,000
1972		657,100	1,222,200	232,000	990,200
1973		679,800	1,264,400	232,000	1,032,400
1974		702,500	1,306,700	232,000	1,074,700
1975		725,200	1,348,900	232,000	1,116,900
1976		747,900	1,391,100	232,000	1,159,100
1977		770,600	1,433,300	232,000	1,201,300
1978		793,300	1,475,500	232,000	1,243,500
1979		816,000	1,517,800	232,000	1,285,800
1980		838,700	1,560,000	237,000	1,323,000
1981		861,400	1,602,200	237,000	1,365,200
1982		884,100	1,644,400	237,000	1,407,400
1983		906,800	1,686,600	237,000	1,449,600
1984		929,500	1,728,900	237,000	1,491,900
1985		952,200	1,771,100	237,000	1,534,100
1986		974,900	1,813,300	237,000	1,576,300
1987		997,600	1,855,500	237,000	1,618,500
1988		1,020,300	1,897,800	237,000	1,660,800
1989		1,043,000	1,940,000	237,000	1,703,000
1990		1,065,700	1,982,200	242,000	1,740,200
1991		1,088,400	2,024,400	242,000	1,782,400
1992		1,111,100	2,066,600	242,000	1,824,600
1993		1,133,800	2,108,900	242,000	1,866,900
1994		1,156,500	2,151,100	242,000	1,909,100

F.P.
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TABLE IV

$14,800,000 4%

Year	Net	Interest	(To) or from Reserve	Principal	Total Debt Service	Reserve 2 Year Interest	Bonds Outstanding
1957	$2,072,000*	$592,000	($1,480,000)	$ 0	$ 592,000	$1,480,000	$14,800,000
1958	1,480,000*	592,000	592,000	0	592,000	888,000	14,800,000
1959	888,000*	592,000	592,000	0	592,000	296,000	14,800,000
1960	617,700	592,000	(25,700)	0	592,000	321,700	14,800,000
1961	648,500	592,000	(56,500)	0	592,000	378,200	14,800,000
1962	665,500	592,000	(73,500)	0	592,000	451,700	14,800,000
1963	698,800	592,000	(106,800)	0	592,000	558,500	14,800,000
1964	673,400	592,000	(81,400)	0	592,000	639,900	14,800,000
1965	709,500	592,000	(117,500)	0	592,000	757,400	14,800,000
1966	746,900	592,000	(154,900)	0	592,000	912,300	14,800,000
1967	785,800	592,000	(193,800)	0	592,000	1,106,100	14,800,000
1968	826,300	592,000	(64,300)	170,000	762,000	1,170,400	14,630,000
1969	868,500	585,200	23,700	307,000	892,200	1,146,700	14,323,000
1970	905,800	572,920	29,120	362,000	934,920	1,117,580	13,961,000
1971	948,000	558,440	34,440	424,000	982,440	1,083,140	13,537,000
1972	990,200	541,480	38,280	487,000	1,028,480	1,044,860	13,050,000
1973	1,032,400	522,000	44,600	555,000	1,077,000	1,000,260	12,495,000
1974	1,074,700	499,800	50,260	625,000	1,124,800	950,160	11,870,000
1975	1,116,900	474,800	55,900	698,000	1,172,800	894,260	11,172,000
1976	1,159,100	446,880	61,780	774,000	1,220,880	832,480	10,398,000
1977	1,201,300	415,920	68,620	854,000	1,269,920	763,860	9,544,000
1978	1,243,500	381,760	75,260	937,000	1,318,760	688,600	8,607,000
1979	1,285,800	344,280	81,480	1,023,000	1,367,280	607,120	7,584,000
1980	1,323,000	303,360	88,360	1,108,000	1,411,360	518,760	6,476,000
1981	1,365,200	259,040	96,840	1,203,000	1,462,040	421,920	5,273,000
1982	1,407,400	210,920	103,520	1,300,000	1,510,920	318,400	3,973,000
1983	1,449,600	158,920	112,320	1,403,000	1,561,920	206,080	2,570,000
1984	1,491,900	102,800	120,900	1,510,000	1,612,800	85,180	1,060,000
1985	1,534,100	42,400	(431,700)	1,060,000	1,102,400	516,880	0

1986-2005 Gross $44,288,200. Net $39,443,200

*. Interest capitalized for these years.

Net revenues have been used throughout. Use of gross revenue in first 5 years by capitalizing initial insurance and other expenses would accelerate complete retirement and cover interest one and one-half times in fifth year.

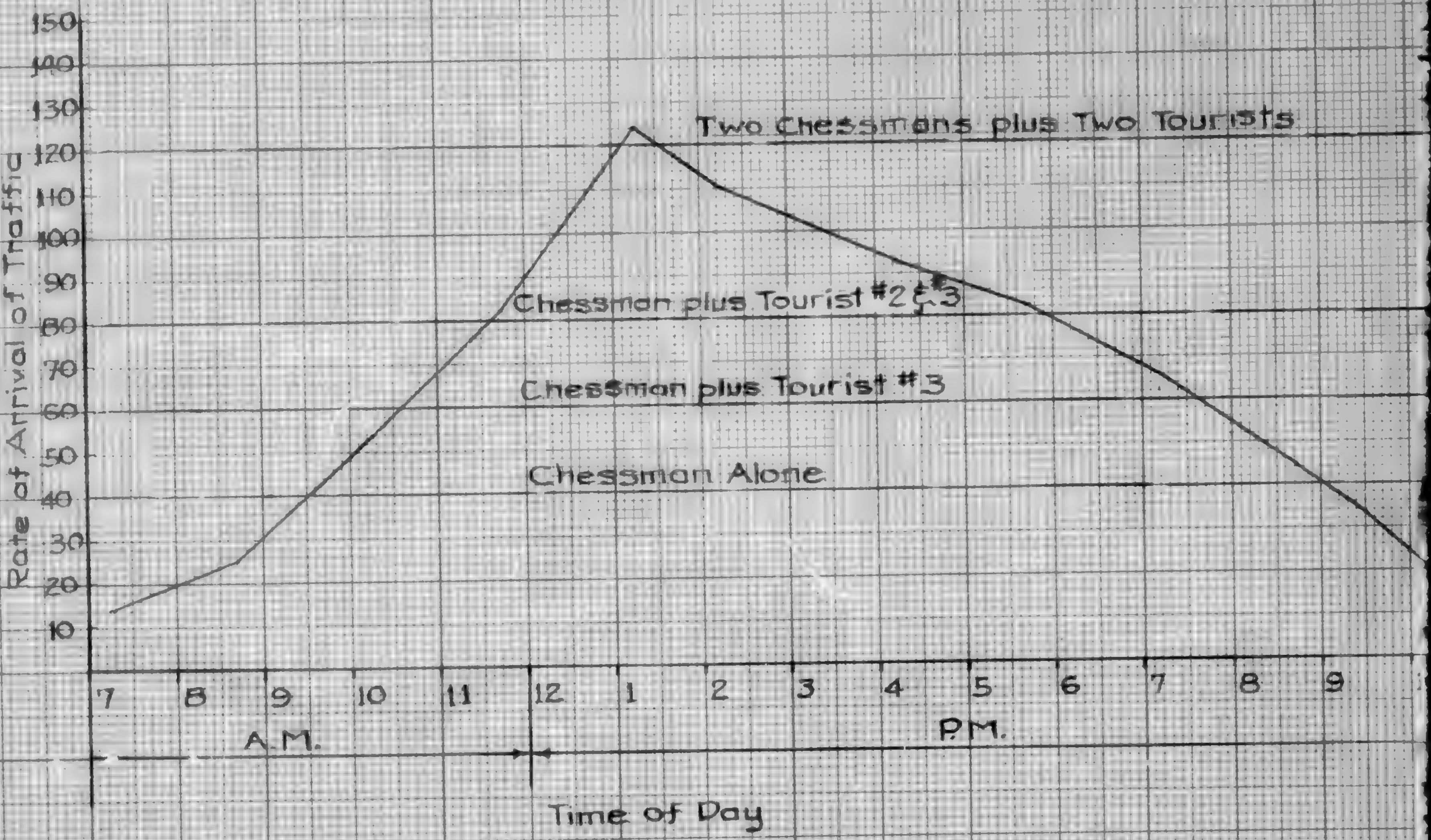

FIGURE I

FERRY TRAFFIC AT

AVERAGE AUGUST SU

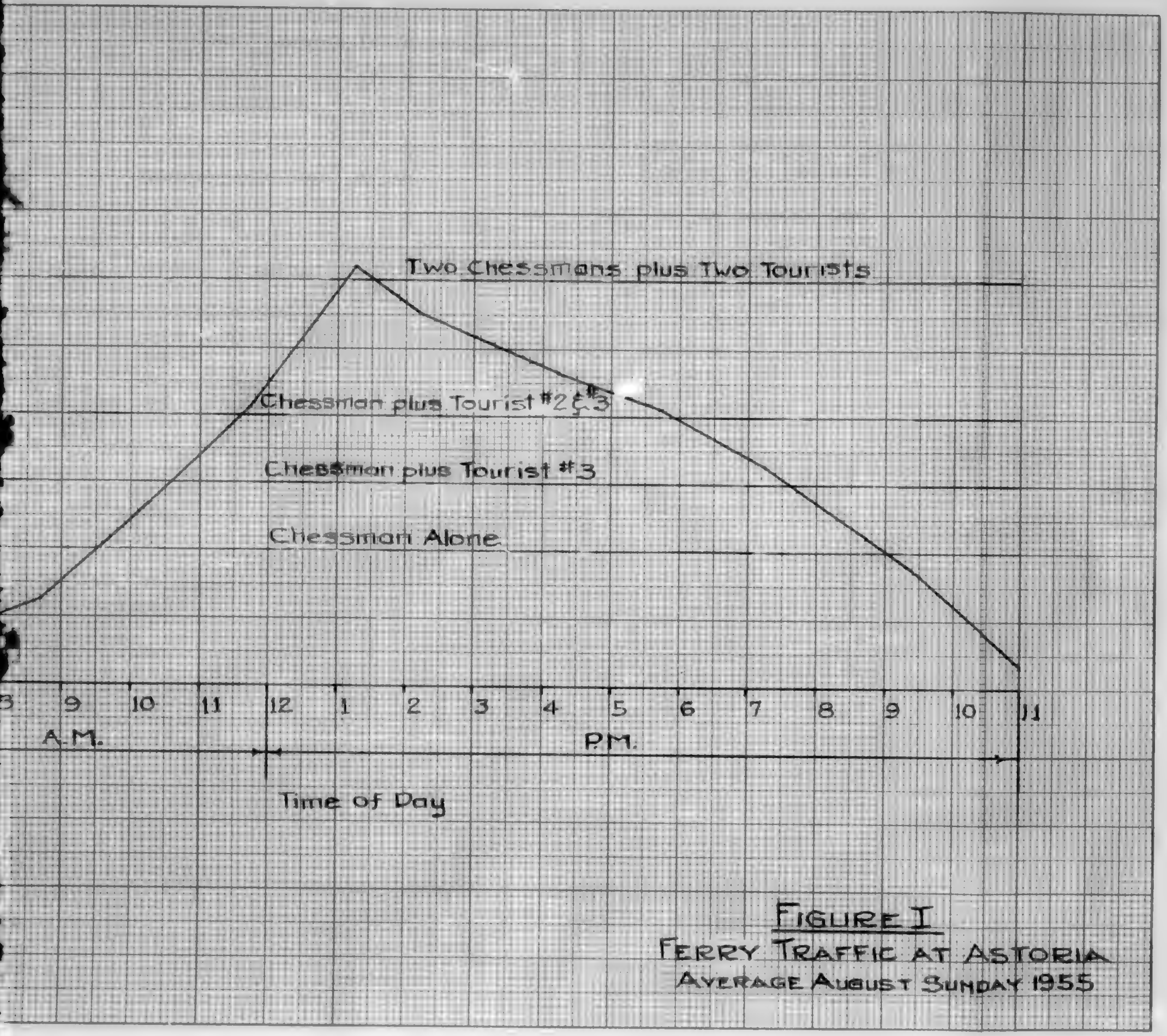

FIGURE I
FERRY TRAFFIC AT ASTORIA
AVERAGE AUGUST SUNDAY 1955

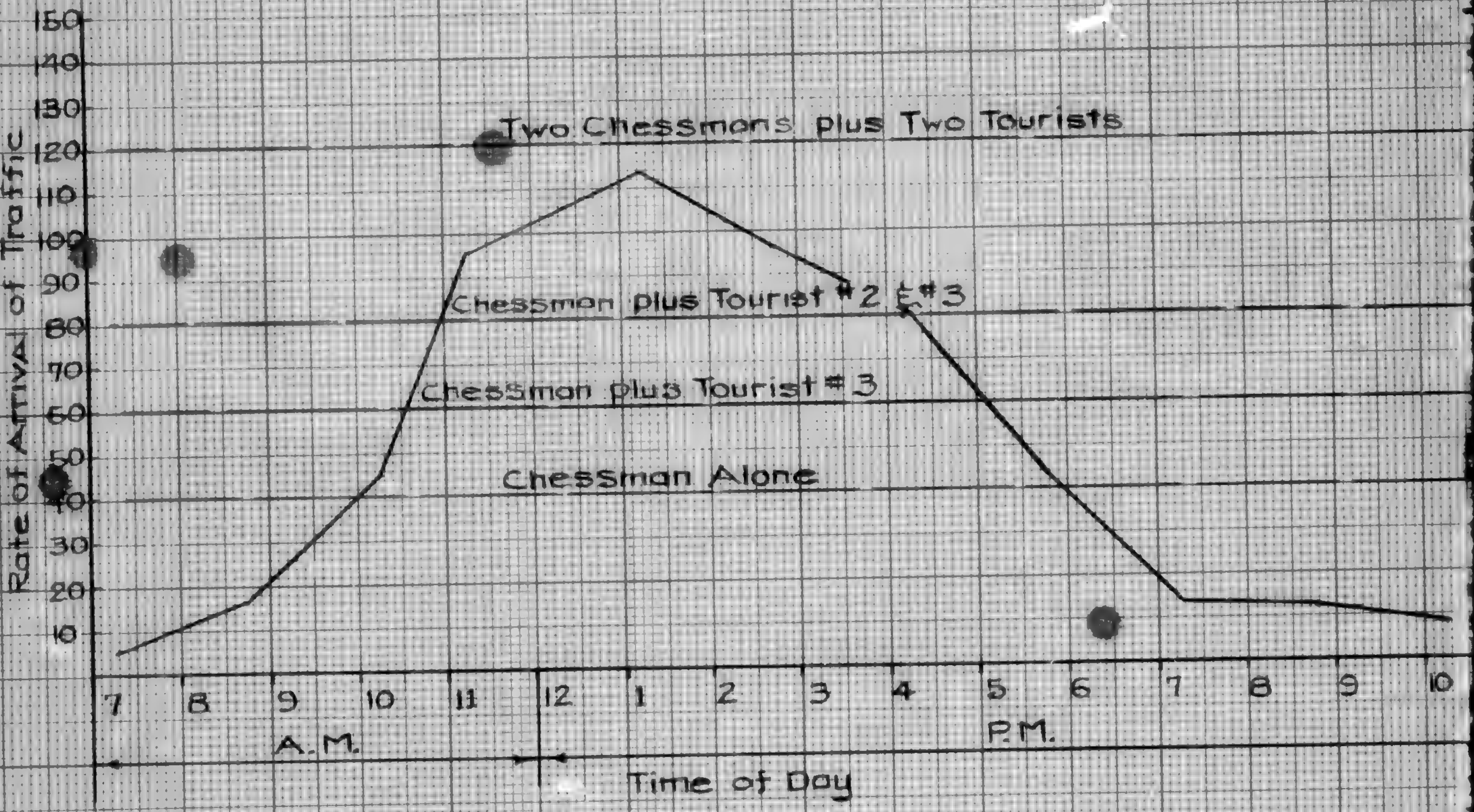

FIGURE II

FERRY TRAFFIC AT A

SUNDAY, JUNE 10, 19

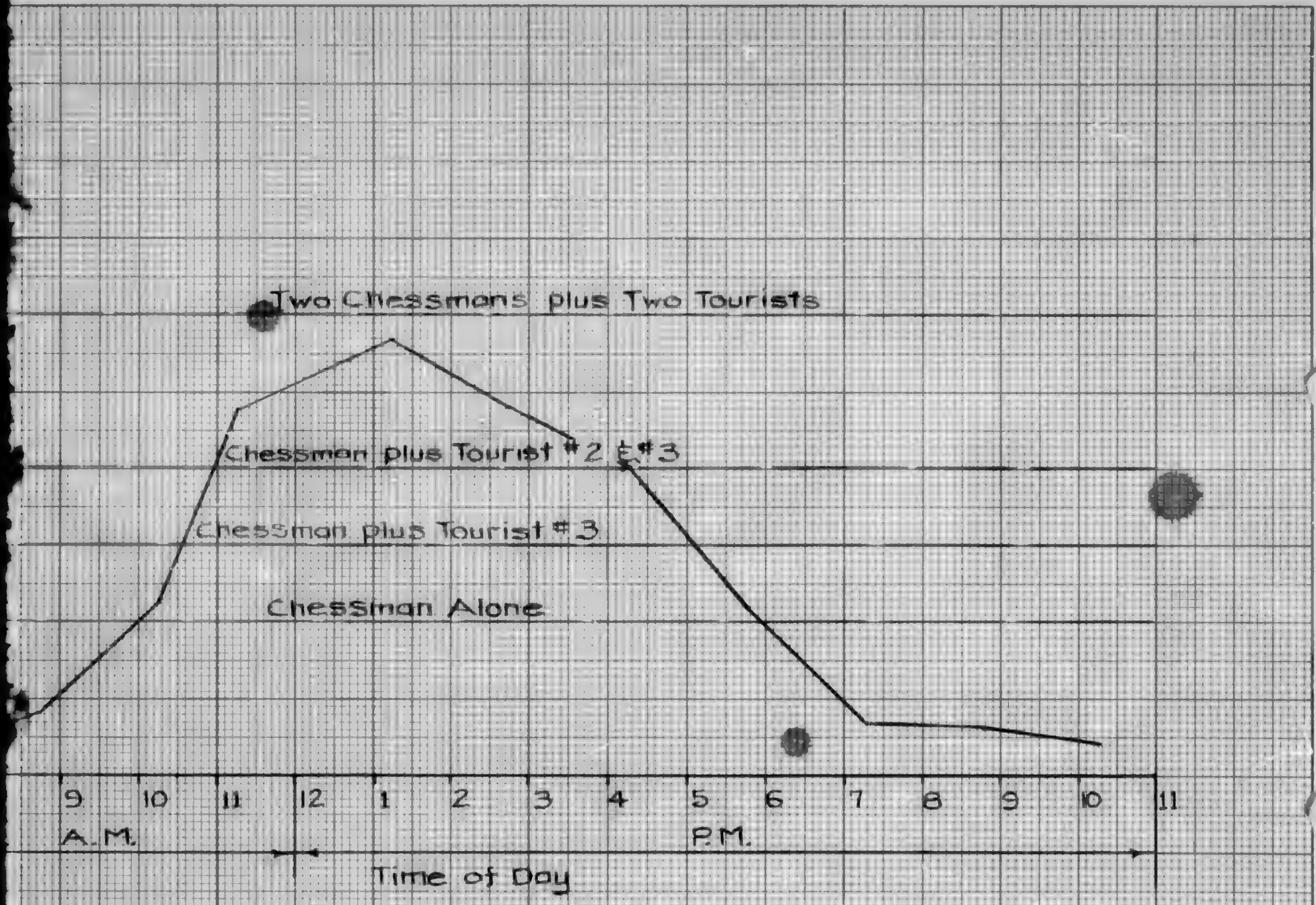

FIGURE II

FERRY TRAFFIC AT ASTORIA

SUNDAY, JUNE 10, 1956

PROPOSED ASTORIA BRIDGE

ESTIMATED TRAFFIC AND GROSS AND NET REVENUES FOR YEARS 1960-1994, INCLUSIVE, DATA BASED ON OREGON HIGHWAY DEPARTMENT ESTIMATE OF TRAFFIC AND COVERDALE & COLPITTS ESTIMATE OF MAINTENANCE AND OPERATION COSTS

YEAR	TOTAL VOLUME	GROSS REVENUE AT $1.86 PER VEHICLE	MAINTENANCE AND OPERATION	REVENUE AVAILABLE FOR DEBT SERVICE
1960	370,000	$ 688,200	$ 152,000	$ 536,200
1961	383,000	712,400	152,000	560,400
1962	395,000	734,700	167,000	567,700
1963	408,000	758,900	167,000	591,900
1964	421,000	783,100	227,000	556,100
1965	432,000	803,500		576,500
1966	446,000	829,600		602,600
1967	460,000	855,600		628,600
1968	473,000	879,800		652,800
1969	487,000	905,800		678,800
1970	501,000	931,900	232,000	699,900
1971	516,000	959,800		727,800
1972	528,000	982,100		750,100
1973	544,000	1,011,800		779,800
1974	560,000	1,041,600		809,600
1975	575,000	1,069,500		837,500
1976	591,000	1,099,300		867,300
1977	605,000	1,125,300		893,300
1978	622,000	1,156,900		924,900
1979	638,000	1,186,700		954,700
1980	653,000	1,214,600	237,000	977,600
1981	672,000	1,249,900		1,012,900
1982	690,000	1,283,400		1,046,400
1983	704,000	1,309,400		1,072,400
1984	722,000	1,342,900		1,105,900
1985	741,000	1,378,300		1,141,300
1986	761,000	1,415,500	237,000	1,178,500
1987	777,000	1,445,200		1,208,200
1988	796,000	1,480,600		1,243,600
1989	816,000	1,517,800		1,280,800
1990	836,000	1,555,000	242,000	1,313,000
1991	853,000	1,586,600		1,344,600
1992	873,000	1,623,800		1,381,800
1993	894,000	1,662,800		1,420,800
1994	914,000	1,700,000		1,458,000

NOA
aug 16, 56

July 19, 1956

Mr. R. J. Bettendorf
General Manager
Port of Astoria
Smith Point
Astoria, Oregon

Dear Mr. Bettendorf:

I am in receipt of your letter of July 16, 1956 regarding construction of a Toll Bridge across the Columbia River between Astoria and Megler as one of the first projects to receive an allotment of the new Federal Funds under the Highway Act of 1956. You sent an identical letter to Mr. Baldock who acknowledged it under date of July 17. I have a copy of his reply which expresses my feelings in the matter.

In the last paragraph of his letter, Mr. Baldock suggests that you discuss the project with the State Highway Commission. In the event that you decide to do that please let me know and I will make an appointment for you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

THE PORT OF ASTORIA
Telephone 2620
Smith Point, Astoria, Oregon
COMMISSIONERS
F. L. [illegible], President ALBERT E. [illegible], Treasurer
RUSSELL PLUMER, Vice-Pres. WM. R. MANION
J. H. WATERHOUSE, Secretary
RICHARD J. BETTENDORF, Gen. Manager

LETS BUILD THE TRANS-COLUMBIA BRIDGE

July 16, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

With the President's signature on the highway bill, it is now certain that the States will receive substantial additional federal funds for highway development.

We believe that the construction of a toll bridge across the Columbia River between Astoria and Megler should be one of the first projects to receive an allotment of the increased funds which will be available to the State of Oregon. We realize that the estimated construction costs of such a bridge is a large sum of money but the fact that within a reasonable period of years, the funds invested would be repaid to the State thru the tolls plus the economic benefits to the development of the coastal areas of the State warrants this investment.

We suggest that the bridge be constructed on a revenue bond basis with the State guaranteeing the revenue deficiencies during the early years operations. Attached is a chart which indicates the early years deficiency and the latter years surplus based on the engineering, traffic and financial reports submitted by Tudor Engineering Co., Coverdale and Colpitts and the A. C. Allyn Co. This chart indicates a deficiency of $795,350 the first year of operation and progressively decreasing each year until a point where revenues are self-sustaining and a surplus accumulates each year thereafter. The total deficiency over the 23 year period amounts to $10,205,950, or an average of $443,737 per year. This sum would all be returned to the State from the surplus revenues within the next 23 years. It is generally recognized that the traffic estimates are on the conservative side and it is anticipated that the bridge revenues would be greater on the over-all than this chart indicates.

We would like to point out that you are continually faced with a substantial deficit in the operation of the Astoria ferries. There has been a considerable number of overloads already this year and in the near future you are faced with the

ACKNOWLEDGED
H. B. GLAISYER

cost of additional ferries and the replacement of existing ones. All of these expenditures would go a long way toward reducing any deficiencies the State would have to make up for a toll bridge.

The Columbia River remains as the only unbridged river on 101. One only has to meditate on what the construction of the Coast Highway's bridges did for the development of our coastal areas to obtain a picture of a greatly expanded development were the Columbia River bridged at Astoria. As it now stands, more and more traffic is bypassing our area because of the time consuming delays encountered at the ferry.

We have been advised that the stretch between Astoria and Megler is not designated as a part of Highway 101 and thus is not included as a part of the federal primary highway system. We are informed that to so designate it only requires such a request from the two States to the Bureau of Public Roads and we respectfully request that this be done.

We would appreciate very much hearing of your views on the above suggestions and would be pleased to discuss it with you anytime at your convenience.

Very truly yours,

PORT OF ASTORIA

R J Bettendorf

R. J. Bettendorf
Manager

RJB:hm

Encl.

PORT OF ASTORIA
Box 569
ASTORIA, OREGON

RICHARD J. BETTENDORF, Gen. Manager

July 13, 1956

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

With the President's signature on the highway bill, it is now certain that the States will receive substantial additional federal funds for highway development.

We believe that the construction of a toll bridge across the Columbia River between Astoria and Megler should be one of the first projects to receive an allotment of the increased funds which will be available to the State of Oregon. We realize that the estimated construction costs of such a bridge is a large sum of money but the fact that within a reasonable period of years, the funds invested would be repaid to the State thru the tolls plus the economic benefits to the development of the coastal areas of the State warrants this investment.

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We would appreciate very much hearing of your views on the above suggestions and would be pleased to discuss it with you anytime at your convenience.

Very truly yours,

PORT OF ASTORIA

RJ Bettendorf

R. J. Bettendorf
Manager

RJB:hm

RECEIVED
JUL 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

PORT OF ASTORIA

PROPOSED ASTORIA BRIDGE

ANNUAL REVENUE DEFICIENCY & SURPLUS BASED ON LEVEL DEBT SERVICE REQUIREMENTS

Year	Level Debt Service Requirement	Revenue Available for Debt Service	Deficiency	Surplus
1960	$1,413,050	$ 617,700	$ 795,350	
1961	"	648,500	764,550	
1962	"	665,500	747,550	
1963	"	698,800	714,250	
1964	"	673,400	739,650	
1965	"	709,500	703,550	
1966	"	746,900	666,150	
1967	"	785,800	627,250	
1968	"	826,300	586,750	
1969	"	868,500	544,550	
1970	"	905,800	507,250	
1971	"	948,000	465,050	
1972	"	990,200	422,850	
1973	"	1,032,400	380,650	
1974	"	1,074,700	338,350	
1975	"	1,116,900	296,150	
1976	"	1,159,100	253,950	
1977	"	1,201,300	211,750	
1978	"	1,243,500	169,550	
1979	"	1,285,800	127,250	
1980	"	1,323,000	90,050	
1981	"	1,365,200	47,850	
1982	"	1,407,400	5,650	
1983	"	1,449,600		36,550
1984	"	1,491,900		78,850
1985	"	1,534,100		121,050
1986	"	1,576,300		163,250
1987	"	1,618,500		205,450
1988	"	1,660,800		247,650
1989	"	1,703,000		289,850
1990	"	1,740,200		327,050
1991	"	1,782,400		369,250
1992	"	1,824,600		411,450
1993	"	1,866,900		453,650
1994	"	1,909,100		495,850
1995	"	1,951,300		538,050
1996	"	1,993,500		580,250
1997	"	2,035,700		622,450
1998	"	2,077,900		664,650
1999	"	2,120,100		706,850
2000	"	2,157,300		744,050
2001	"	2,199,500		786,250
2002	"	2,241,700		828,450
2003	"	2,283,900		870,650
2004	"	2,326,100		912,850
2005	"	2,368,300		955,050
	TOTALS	$66,206,900	$10,205,950	$11,409,450

TOTAL LEVEL DEBT SERVICE REQUIREMENT - $65,000,300

46 YEARS

PROPOSED ASTORIA BRIDGE

ANNUAL REVENUE DEFICIENCY & SURPLUS BASED ON LEVEL DEBT SERVICE REQUIREMENTS

Year	Level Debt Service Requirement	Revenue Available for Debt Service	Deficiency	Surplus
1960	$1,413,050	$ 617,700	$ 795,350	
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	TOTALS	$66,206,900	$10,205,950	$11,409,450

TOTAL LEVEL DEBT SERVICE REQUIREMENT - $65,000,300
46 YEARS

P

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JUL 18 1956
FOR FILING

Const
Bridge
Interstate
Astoria

July 17, 1956

Mr. [illegible] J. [illegible], Manager
Port of Astoria
Box [illegible]
Astoria, Oregon

Dear Mr. [illegible]:

It is perfectly natural, after the passage of a large highway bill, that people in general would think that all of the road needs could now be taken care of immediately. However, most of the money in this new road bill is for the building of the interstate system, of which there are two roads in Oregon, US99, the Pacific Highway between the Washington line and the California line, and US30, the Columbia River Highway-Old Oregon Trail from Portland to the Idaho line. A small increase was granted for the other federal-aid roads, but the amounts are quite modest. Moreover, some additional funds can be used on some of the other roads because it will no longer be necessary to use these funds on the interstate highways, but, again, this is a relatively small amount. The deficits you speak of on the ferry operation are, again, relatively small sums.

To point out the situation to you, in the next five years there will be available in Division [illegible], for the primary federal-aid system outside of the interstate highways, a total of about $7,500,000. The Youngs Bay bridge, which the people of Astoria have been requesting, itself will cost about $3,000,000. I think you can readily understand that there is no possibility of finding any money from these sources for the trans-Columbia bridge at Astoria.

Please be advised that this is a big problem, and I would suggest that you discuss the matter with the State Highway Commission. I would like to see the bridge built across the Columbia at this point, but am unable to offer you any suggestions as to any feasible method of financing it at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hd
cc Commissioners
Mr. Williams
Mr. Paxson
Mr. Glaisyer

RICHARD J. BETTENDORF, Gen. Manager

July 13, 1956

Dear Dutch: Will you please answer this and put Mr.Bettendorf right about what he is asking.A man in his position should know better.

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
Coos Bay, Oregon

Dear Mr. Chandler:

With the President's signature on the highway bill, it is now certain that the States will receive substantial additional federal funds for highway development.

We believe that the construction of a toll bridge across the Columbia River between Astoria and Megler should be one of the first projects to receive an allotment of the increased funds which will be available to the State of Oregon. We realize that the estimated construction costs of such a bridge is a large sum of money but the fact that within a reasonable period of years, the funds invested would be repaid to the State thru the tolls plus the economic benefits to the development of the coastal areas of the State warrants this investment.

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Very truly yours,

PORT OF ASTORIA

R. J. Bettendorf
Manager

RJB:hm

Encl.

PORT OF ASTORIA

PROPOSED ASTORIA BRIDGE

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TOTALS		$66,206,900	$10,205,950	$11,409,450

TOTAL LEVEL DEBT SERVICE REQUIREMENT - $65,000,300

PORT OF ASTORIA

PROPOSED ASTORIA BRIDGE

ANNUAL REVENUE DEFICIENCY & SURPLUS BASED ON LEVEL DEBT SERVICE REQUIREMENTS

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TOTAL LEVEL DEBT SERVICE REQUIREMENT - $65,000,300
46 YEARS

F-003-1(16) Astoria Br. Steel Super- 1963
structure, Columbia River Br.
#6268 Folder # 1

RECEIVED
NOV 10 1955
FOR FILING

November 9, 1955

The Port of Astoria
Smith Point
Astoria, Oregon

Gentlemen:

The Oregon State Highway Commission has instructed me to send you its answers to the eleven questions which you recently submitted in relation to financing the proposed interstate toll bridge spanning the Columbia River near Astoria. I will list your questions and the answers the State Highway Commission made after due and careful consideration of each question.

Question No. 1. Are there any means available to the Highway Commission by which they could guarantee the toll revenues so that revenue bonds could be issued for the total project cost? Such a guarantee based on the Coverdale and Colpitts net toll revenue estimates would require underwriting approximately $795,000 the first year of bridge operation with progressively smaller annual amounts guaranteed for approximately 26 years.

Answer. While there may be legal means available, it is probable that additional legislation would be required, but, regardless of this situation, the Highway Commission advised that there is no money now available for this purpose.

Question No. 2. Referring to question No. 1, if some other agency assumed one-half the annual deficit each year for the 26 years, would the Highway Commission be in position to underwrite the other one-half?

Answer. No.

Question No. 3. If means are found to finance this bridge, would the Highway Commission be agreeable to construct, operate and maintain this project either solely or on a cooperative basis with the Washington Toll Bridge Authority or Washington Highway Commission?

Answer. The Commission believes that the financing authority should have the responsibility of constructing, operating, and maintaining the bridge.

Question No. 4. Would the Highway Commission be in position to assume all or a portion of the maintenance and/or operating costs of the bridge if it were constructed by some other agency?

Answer. No, not until it is a free bridge.

Question No. 5. Would this toll bridge be eligible for any federal highway aid funds allocated to your State for primary highways?

Answer. Probably yes, but the Commission further advised that the sum was too large to allot to this bridge without materially handicapping the rest of the state, since it would take nearly all of the primary funds, on the basis of present authorizations, for nearly two years.

Question No. 6. If above is not permissible at the present time but legislation is passed permitting it, to what amount would the Highway Commission be in a position to allocate funds to the construction of the bridge?

Answer. Unless legislation by Congress carried with it specific authorizations for this project, any allocation of funds could only be made at the expense of other needed projects in the state.

Question No. 7. If a Federal Interstate Highway Program is adopted by Congress, would the Highway Commission be in position to allot funds to the construction of the bridge in the amount of one-quarter or one-half the project construction cost?

Answer. The federal interstate highway system does not now include this bridge and it appears that it is quite unlikely that it ever will.

Question No. 8. In your opinion, are there any means at the Federal level where sufficient funds could be obtained to construct the bridge either in whole or in conjunction with revenue bond financing?

Answer. None known.

Question No. 9. All of the above questions assume that the Highway Commission is already empowered to participate in the manners indicated. Is State legislative action necessary for it to participate financially in any way in the construction, operation and/or maintenance of this proposed toll bridge?

Answer. Yes, it is believed that all the authority necessary is available, but it may be that some special feature would need to be covered, depending upon the nature of any future agreement.

Question No. 10. What suggestions do you have for solving the financial problems facing this project?

Answer. None.

Question No. 11. Will the Highway Commission take leadership in cooperation with the Washington Toll Bridge Authority and/or Washington State Highway Commission in trying to solve the financial problems of this project?

Answer. No.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Pacific County, Washington
Commissioners Mr. Glaisyer

STATE HIGHWAY COMMISSION MEETING

Delegation Port of Astoria re proposed Columbia River Bridge at Astoria

Date November 4, 1955

Time 10:30 a.m.

Name	City or Town	Capacity
1. Wm. R. Manion (spokesman)	Astoria	Pres. of Port of Astoria ✓
3. F. L. Wright	"	Secy Port of Astoria ✓
R. J. Bettendorf	"	Mgr. P of "Astoria
George Fulton	"	Attorney, Port of Astoria ✓
G. T. McClean	"	Engineer, "
Dan Thiel	"	Astoria Chamber of Commerce ✓
Dr. Orval Eaton	"	Clatsop Co. State Representative ✓
Robert Kirkman	Seaview, Wn.	Co. Comm. Pacific Co., Wn.
Carl Pettit	South Bend, Wn.	" " ✓
2. Paul Spear	Chicago, Ill.	Consultant, Port of Astoria ✓
Mrs. Verna Jacobson	South Bend, Wn.	Co. Auditor, Pacific Co. ✓
Judge C. E. Effenberger	Tillamook	Tillamook Co. Judge
Chas Ross	"	Chamber of Commerce ✓

AGENDA
NOV 3 1955
D

Oregon State Highway Department

Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Enclosed is a summary of the report on the proposed bridge across the Columbia River at Astoria, Oregon and a list of questions we will present to your representatives at our forthcoming meeting in Portland on November 4, 1955. Please be assured that it is not our intent in any way to place you on the defensive to protect funds you have allocated for other worthy projects in your State. Our only purpose is to obtain accurate information on your position financially and to request your leadership and guidance in developing a program to investigate all possible sources of funds and the proper approach for obtaining same so that a successful conclusion can be reached on our bridge study.

1. Are there any means available to the Highway Commission by which they could guarantee the toll revenues so that revenue bonds could be issued for the total project cost? Such a guarantee based on the Coverdale and Colpitts net toll revenue estimates would require underwriting approximately $795,000 the first year of bridge operation with progressively smaller annual amounts guaranteed for approximately 26 years.

2. Referring to question No. 1, if some other agency assumed one-half the annual deficit each year for the 26 years, would the Highway Commission be in position to underwrite the other one-half?

OFFICE COPY

OFFICE COPY

3. If means are found to finance this bridge, would the Highway Commission be agreeable to construct, operate and maintain this project either solely or on a cooperative basis with the Washington Toll Bridge Authority or Washington Highway Commission?

4. Would the Highway Commission be in position to assume all or a portion of the maintenance and/or operating costs of the bridge if it were constructed by some other agency?

ACKNOWLEDGED
H. B. GLAISYER

D

5. Would this toll bridge be eligible for any federal highway aid funds allocated to your State for primary highways?

6. If above is not permissible at the present time but legislation is passed permitting it, to what amount would the Highway Commission be in a position to allocate funds to the construction of the bridge?

7. If a Federal Interstate Highway Program is adopted by Congress, would the Highway Commission be in position to allot funds to the construction of the bridge in the amount of one-quarter or one-half the project construction cost?

8. In your opinion, are there any means at the Federal level where sufficient funds could be obtained to construct the bridge either in whole or in conjunction with revenue bond financing?

9. All of the above questions assume that the Highway Commission is already empowered to participate in the manners indicated. Is State legislative action necessary for it to participate financially in any way in the costruction, operation and/or maintenance of this proposed toll bridge?

10. What suggestions do you have for solving the financial problems facing this project?

11. Will the Highway Commission take leadership in cooperation with the Washington Toll Bridge Authority and/or Washington State Highway Commission in trying to solve the financial problems of this project?

We would appreciate your study of these questions prior to our meeting on November 4th.

Respectfully submitted,

PORT OF ASTORIA, OREGON

PACIFIC COUNTY, WASHINGTON

RECEIVED
OCT 26 1955
OREGON
STATE HIGHWAY COMMISSION

SUMMARY of a REPORT

on a

PROPOSED HIGHWAY BRIDGE

ACROSS THE COLUMBIA RIVER

at ASTORIA, OREGON

OCTOBER, 1955

INTRODUCTION

Early in 1954 the Port of Astoria, in conjunction with Pacific County, Washington, Oregon State Highway Commission and Washington Toll Bridge Authority undertook a study to determine the feasibility of a toll highway bridge across the Columbia River at Astoria, Oregon.

The Port of Astoria entered into agreement with the A. C. Allyn & Company of Chicago to finance the project if the study proved that a bridge would be financially feasible, and contracted with the Tudor Engineering Company of San Francisco to determine the engineering feasibility and estimating the cost of construction and the cost of maintenance and operation of the proposed bridge. Tudor Engineering Company retained the New York firm of Coverdale and Colpitts to study and report on estimated traffic and earnings of such a bridge.

In April, 1955 the report containing the combined findings of Tudor Engineering Company and Coverdale and Colpitts was presented to the sponsoring agencies. In August, 1955 the A. C. Allyn and Company reported on the financial feasibility of the proposed bridge. Several copies of both of these reports have been furnished each sponsoring agency.

The Tudor Engineering Company have estimated the total cost of the project at current prices to be $25,430,000. This includes an allowance of ten percent for contingencies and estimated costs of rights-of-way, engineering, administration and legal services. Of this amount, the direct construction cost was estimated at $23,400,000. Four years was estimated as to time required for complete design and construction. Their estimated annual cost of operation including toll collections, insurance, management and related items was $132,000 for the first ten years and would increase at the rate of $5,000 every ten years. The annual cost of maintenance was estimated to reach a maximum of $95,000 in five years and to remain fairly constant thereafter.

Coverdale and Colpitts estimated that during the first year of operation a total of 413,800 vehicles would use the bridge, increasing at a rate of 4 percent for the first ten years and at a constant rate of 22,700 vehicles annually thereafter. During 1954 the total number of vehicles using the Astoria-Megler Ferry was 133,999. The peak year for the ferries was in 1952 when 151,107 vehicles were carried. Coverdale and Colpitts based a toll at $1.75 per passenger car and an average toll of $1.86 per vehicle. With this toll it was estimated that $617,700 would be available for debt service in the first year of operation and in the thirty-fifth year, $1,909,100. The present average toll for all vehicles on the Astoria-Megler Ferry is $1.66.

The A. C. Allyn and Company financial feasibility report presents four programs of financing accompanied with amortization schedules. The report covers forty-six years of bridge operation and places the total gross revenue for this period at $76,800,000, total operating and maintenance expense at $10,587,000 and total net revenue at $66,213,000. A bond issue based on an interest rate of 4 percent covering the total project cost, interest during construction, discounts and issue costs, would require during the above forty-six year period, $65,000,300. Thus the report clearly indicates that the project is economically sound as more revenues are estimated to accrue over the forty-six year period than the actual amount needed for level debt service. However, since the revenues do not accrue in equal annual amounts, the lack of revenues in the early years to pay interest and principal as contemplated by level debt service increases the interest charges so that the actual total level debt service would exceed total net revenues available for debt service. Because of this lack of sufficient early years revenues, the report recommends that the financing program be one in which fifty percent of the construction cost be financed through revenue bonds and fifty percent be obtained from other sources as an outright grant or as a loan to be repaid only after retirement of all revenue bonds. Under this program the revenues are adequate to pay all expense of operation and maintenance and to redeem all bonds by 1985 (twenty-six years of operation). Thereafter, fifty percent of the construction cost obtained from other sources could be paid with interest well within the next twenty years of operation (2005). The amount of this secondary loan is $12,715,000.

SUMMARY

The Port of Astoria and Pacific County are seeking sources of funds which would be available to supply fifty percent of the bridge construction cost or an estimated $12,715,000. The bridge study indicates that a toll bridge across the Columbia River at Astoria, Oregon is economically sound and with secondary financing will pay for itself within a forty-six year period, a reasonable period for a project of such size. It is felt that the estimated repayment period is a very conservative one. In the recent years, toll facilities have repaid at a faster rate than estimated but it is recognized that because of the revenue bond feature, the toll revenues must be calculated on a conservative basis.

Though the Port of Astoria has indicated willingness to construct and operate the proposed bridge should it become feasible, the Port is not interested in such an undertaking. The Port recognizes that such is outside the scope of its main functions and acknowledges that there are agencies in both the State of Oregon and State of Washington charged with such responsibility. Our interest lies only in seeing that this study reaches a successful conclusion. The Port of Astoria accepted the leadership in this project because it felt, along with the other coastal sections of Oregon, Washington and California, that the full development of the economy of these sections could not be realized until the broken link in Highway 101 was bridged. Because of this broken link each coastal community finds itself at the "end of the line" in commercial transportation facitities. The bridging of the Columbia River would place these communities on a truly interstate highway and with the full improvement of Highway 101, would become a major interstate highway because of its all-weather feature. Thousands of tourists by-pass our scenic and recreational coastal communities today because of the time-consuming delays encountered at the Astoria-Megler ferry. The bridge itself would be of such scenic wonder as to attract tourists to the area.

The construction of a bridge is of great importance to our national and civil defense. Many important military installations are located in the Northwest. At the present time they are seriously confined to minimum highway connections. A bridge at Astoria would furnish these installations with additional egress and access.

Civilian defense protection would be greatly augmented by the bridge. Seattle, a critical area, would be served by another escape route and evacuation and assistance teams would be greatly speeded up by the additional route. We believe that the coastal route would be an extremely safe one because of off-shore winds keeping the coastal area free from fall-out.

Because of all of the above reasons for the bridge are of importance to the growth and protection of the States of Oregon and Washington, we urge that you lead and assist us in locating funds with which to build this bridge. We assure you that we do not expect you to strip any funds from your other worthy projects but possibly funds could be made available through special legislation or the allocation of Federal Highway aid or direct from the Bureau of Public Roads through the cooperative efforts of the Oregon Highway Commission and the Washington Toll Bridge Authority.

We believe that this bridge should be constructed at the earliest possible date as delay will only increase construction costs and postpone the development of our coastal areas. Because of the exasperating and time consuming delays of the ferry system, it cannot be expected that traffic would increase in a reasonable number of years for tolls to carry a full revenue bond issue.

Respectfully submitted,
PORT OF ASTORIA, OREGON
PACIFIC COUNTY, WASHINGTON

August 26, 1955

Mr. R. J. Bettendorf, Manager
Port of Astoria
Smith Point
Astoria, Oregon

Dear Mr. Bettendorf:

I have just received your letter of August 25 requesting an appointment with the State Highway Commission at its meeting which has tentatively been scheduled for November 3 and 4, 1955, to discuss matters pertaining to the proposed bridge across the Columbia River at Astoria.

The meeting date mentioned above is correct. Delegations will be heard on the second day of the meeting, Friday, November 4, on which day I have just reserved for your convenience fifteen minutes of time, starting at 10:30 a.m., which I trust, is satisfactory. This meeting of the Commission will be held in Portland, and the meeting place will be the Green Room in the Imperial Hotel. In the event a change is made in the meeting date, I will advise you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

Agenda 11/4/55

COMMISSIONERS:
WM. R. MANION, PRESIDENT
RUSSELL FLUHRER, VICE-PRESIDENT
F. L. WRIGHT, SECRETARY
J. D. WATERHOUSE, TREASURER
ALBERT E. RISSMAN

RICHARD J. BETTENDORF, GEN. MANAGER

The Port of Astoria

Telephone 2620
Smith Point, Astoria, Oregon

August 25, 1955

AGENDA
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Mr. H. B. Glaisyer, Secretary
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Glaisyer:

In response to our letter of August 16 requesting a meeting with the Commissioners to discuss the proposed Columbia River Bridge at Astoria, Mr. Baldock has suggested that we arrange with you for time at your tentatively scheduled November 3rd and 4th meeting.

Will you kindly schedule us the time for our group to discuss this matter with the full Commission.

Very truly yours,

PORT OF ASTORIA

R. J. Bettendorf

R. J. Bettendorf
Manager

RJB:hm

RECEIVED
AUG 26 1955
STATE HIGHWAY COMMISSION

10:30 AM
November 4, 1955

ANSWERED
H. B. GLAISYER

D

RECEIVED
AUG 23 1955
FOR FILING

August [illegible], 1955

Oregon State Highway Commission

Gentlemen:

I am attaching a copy of a letter from Mr. R. J. Bettendorf, Manager of the Port of Astoria, and of a report prepared by A. C. Allyn and Company, concerning the financing of the proposed bridge across the Columbia River at Astoria. I am writing Mr. Bettendorf as per the attached copy, advising him that the meeting of November 3 and 4 will be the first meeting at which all three members of the Highway Commission can be present and suggesting that he arrange for a time at this November meeting if he wishes to discuss this matter with us.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attach.

cc Mr. G. S. Paxson

GSP:gm

RECEIVED
AUG 23 1955
FOR FILING

August 19, 1955

Mr. R. J. Bettendorf, Manager
The Port of Astoria
Smith Point
Astoria, Oregon

Dear Mr. Bettendorf:

Your letter of August 15 and the report of the A. C. Allyn Company on the financing of the proposed Columbia River Bridge at Astoria has been received.

All three members of the Highway Commission should be present when this matter is discussed. Mr. Chandler, Chairman of the Commission, is now in Europe and will not return until just before the Highway Commission meeting tentatively scheduled for November 3 and 4. If you wish to discuss the matter with the Highway Commission, I would suggest that you arrange with the Secretary for time at this meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Members, Oregon State Highway Commission
Mr. G. S. Paxson

GSP:gm

RECEIVED
AUG 19 1955
FOR FILING

Const
Bridges
Interstate
Astoria

August 18, 1955

Mr. R. J. Bettendorf, Manager
The Port of Astoria
P. O. Box 569
Astoria, Oregon

Dear Mr. Bettendorf:

I am acknowledging, in behalf of Mr. Ben R. Chandler, Chairman of the Oregon State Highway Commission, your letter of August 16 transmitting a copy of a report that was made by A. C. Allyn and Company Inc., Chicago, on the proposed highway bridge across the Columbia River at Astoria, Oregon, the same being dated July 27, 1955.

Mr. Chandler presently is on an extended vacation trip in Europe. I shall be pleased to bring the report to his attention upon his return about the first of November.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Ben R. Chandler

COMMISSIONERS:
WM. R. MANION, PRESIDENT
RUSSELL FLUHRER, VICE-PRESIDENT
F. L. WRIGHT, SECRETARY
J. D. WATERHOUSE, TREASURER
ALBERT E. RISSMAN

RICHARD J. BETTENDORF, GEN. MANAGER

The Port of Astoria

Telephone 2620
Smith Point, Astoria, Oregon

August 16, 1955

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Last April an engineering and traffic study on a proposed toll bridge across the Columbia at Astoria was completed. We have now received the formal report on the financial feasibility of this bridge and are pleased to enclose herewith copies of this report.

The financial report can be summed up by stating that for an early construction of the bridge, the early years toll revenues are only sufficient to carry a revenue bond issue covering one-half the estimated project construction cost of $25,430,000. Such a bond issue would be retired out of net revenues in 26 years of operation. However, the report goes on to state that, if one-half of the estimated project construction cost or $12,715,000 could be obtained from a source which would defer all interest and principal payments until the bond issue was retired, this secondary loan could be repaid with all interest well within the following 20 years of operation.

It is in this regard that representatives of the Port of Astoria Bridge Committee desire to arrange a meeting with the Highway Commission. A meeting is also being requested with Governor Patterson.

Please be assured that we have no intent of stripping State funds for this project but wish to discuss the possible sources of funds and the appropriate procedure in attempting to obtain same.

We feel that the spanning of the Columbia is of vital importance to the development of our coastal areas. We recognize that this project is tremendous and out of our realm, thus the need for sound advice and assistance.

We trust that the requested meeting will meet with your approval. Any date convenient to the Commission is suitable for our group.

Very truly yours,

PORT OF ASTORIA

R J Bettendorf

R. J. Bettendorf, Manager

RECEIVED
AUG 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RJB:hm
Encls:

REPORT

on a

PROPOSED HIGHWAY BRIDGE
ACROSS THE COLUMBIA RIVER
AT ASTORIA, OREGON

July 27, 1955

A. C. Allyn and Company
INCORPORATED
122 SOUTH LASALLE STREET
CHICAGO 3, ILLINOIS

PROPOSED ASTORIA-MEGLER BRIDGE

Financing Studies

The estimates of traffic and revenue herein are based upon a report of Coverdale & Colpitts, Consulting Engineers of New York City, dated March 15, 1955. The estimates of construction cost and annual cost of operation and maintenance are based upon a report of the Tudor Engineering Company, Consulting Engineers of San Francisco, California, dated March 15, 1955.

In our opinion, the foregoing reports are based upon careful assembly of facts as to existing traffic, its origination and destination, foundation conditions and construction costs prevailing in the area. The bridge design has contemplated probable clearance requirements of the Army Engineers to make the bridge suitable to river navigation. In addition to the foregoing report, the Tudor Engineering Company has furnished a letter indicating their estimate of construction costs, assuming no consideration were given to navigation clearances.

In computation of interest charges a rate of four per cent per annum has been assumed throughout. Allowance for interest during construction covers three and one-half years which is the estimated time of opening to traffic after letting construction contracts, plus six months. No consideration has been given to premiums, if any, which may be payable upon purchase or redemption of bonds. Approximately three and one-half per cent of construction proceeds has been allowed as earnings on the construction fund. Estimated financing, legal and administrative expenses, plus bond discount have been estimated at approximately three per cent of the bond issue.

TABLE I

	Case I	Case II	Case III	Case IV
Issue	$29,500,000	$17,700,000	$16,250,000	$14,800,000
Others	0	10,172,000	11,430,000	12,730,000
Capital	$29,500,000	$27,872,000	$27,680,000	$27,530,000
Interest	$ 1,180,000	$ 708,000	$ 650,000	$ 592,000

Required Bond Issue - Case I

Direct Construction Costs (p. 30 Tudor Report)		$23,400,000
Other Project Costs (p. 30 Tudor Report)		2,030,000
Total Project Cost		$25,430,000
Interest during construction, plus six months	$4,130,000	
Less: Interest earnings, est.	890,000	
Net Construction interest to be provided		3,240,000
Discount and issue costs, est.		830,000
Required Bond Issue		$29,500,000

1.	Initial Annual Interest	$ 1,180,000
2.	Level Debt Service (forty-six years)	1,413,050
3.	Total Level Debt Service	65,000,300
4.	Total Gross Revenue - 1960-2005	76,800,000
5.	Total Operating & Maintenance exp. 1960-2005	10,587,000
6.	Total Net Revenue 1960-2005	66,213,000

An issue of this size could not be redeemed from the estimated yearly revenues shown in the Coverdale & Colpitts schedule.

Required Bond Issue - Case II

Direct Construction Costs	$25,430,000	
Less forty per cent from other sources	10,172,000	
		$ 15,258,000
Interest during construction and six months	$ 2,478,000	
Less interest earnings, etc.	534,380	
Net interest to be capitalized		1,943,620
Discount and issue costs, etc.		498,380
Required bond issue		$ 17,700,000
1. Initial Interest		$ 708,000
2. Level Debt Service (forty-six years)		847,830
3. Total Level Debt Service		39,000,180
4. Total Gross Revenue 1960 - 2005		76,800,000
5. Total Operating & Maintenance Exp. 1960-2005		10,587,000
6. Total Net Revenue 1960-2005		66,213,000

In this instance there are adequate revenues to pay all expenses of operation and maintenance (except first five years as noted) and to redeem all bonds and interest by 1989 (30 years operation) (Table II). Thereafter, the forty per cent adjustment could be paid with or without interest well within forty-six years of operation (2005). On this basis the project might be financed in the public markets.

TABLE II

$ 17,700,000

Year	Net	Interest	(To) or from Reserve	Principal	Total D.S.	Reserve 2yr. Int.	Bonds Out.
1957	2,478,000(a)	708,000	(1,770,000)		708,000	1,770,000	17,700,000
1958	1,770,000(a)	708,000	708,000		708,000	1,062,000	17,700,000
1959	1,062,000(a)	708,000	708,000		708,000	354,000	17,700,000
1960	769,700(x)	708,000	(61,700)		708,000	415,700	17,700,000
1961	800,500(x)	708,000	(92,500)		708,000	507,700	17,700,000
1962	832,500(x)	708,000	(124,500)		708,000	632,200	17,700,000
1963	865,800(x)	708,000	(157,800)		708,000	790,000	17,700,000
1964	900,400(x)	708,000	(192,400)		708,000	982,400	17,700,000
1965	709,500	708,000	(1,500)		708,000	983,900	17,700,000
1966	746,900	708,000	(38,900)		708,000	1,022,800	17,700,000
1967	785,800	708,000	(77,800)		708,000	1,100,600	17,700,000
1968	826,300	708,000	(118,300)		708,000	1,218,900	17,700,000
1969	868,500	708,000	(160,500)		708,000	1,379,400	17,700,000
1970	905,800	708,000	(22,800)	175,000	883,000	1,402,200	17,525,000
1971	948,000	701,000	21,000	268,000	969,000	1,381,200	17,257,000
1972	990,200	690,280	26,080	326,000	1,016,280	1,355,120	16,931,000
1973	1,032,400	677,240	30,840	386,000	1,063,240	1,324,280	16,545,000
1974	1,074,700	661,800	36,100	449,000	1,110,800	1,288,180	16,096,000
1975	1,116,900	643,840	40,940	514,000	1,157,840	1,247,240	15,582,000
1976	1,159,100	623,280	47,180	583,000	1,206,280	1,200,060	14,999,000
1977	1,201,300	599,960	51,660	653,000	1,252,960	1,148,400	14,346,000
1978	1,243,500	573,840	58,340	728,000	1,301,840	1,090,060	13,618,000
1979	1,285,800	544,720	64,920	806,000	1,350,720	1,025,140	12,812,000
1980	1,323,000	512,480	70,480	881,000	1,393,480	954,660	11,931,000
1981	1,365,200	477,240	77,040	965,000	1,442,240	877,620	10,966,000
1982	1,407,400	438,640	84,240	1,053,000	1,491,640	793,380	9,913,000
1983	1,449,600	396,520	91,920	1,145,000	1,541,520	701,460	8,768,000
1984	1,491,900	350,720	98,820	1,240,000	1,590,720	602,640	7,528,000
1985	1,534,100	301,120	107,020	1,340,000	1,641,120	495,620	6,188,000
1986	1,576,300	247,520	115,220	1,444,000	1,691,520	380,400	4,744,000
1987	1,618,500	189,760	124,360	1,553,000	1,742,760	256,140	3,191,000
1988	1,660,000	127,640	133,840	1,667,000	1,794,640	122,300	1,524,000
1989	1,703,000	60,960	(118,040)	1,524,000	1,584,960	240,340	0

1990-2005 — Gross $36,781,600 — Net $32,884,600

(a) Interest capitalized for these years.

(x) The gross revenues have been used in the first five years of operation (1960-1964) since the first three years insurance will be capitalized and it is felt the other operating and maintenance expenses for those years will be covered by reserves. 1965 and subsequent are calculated on net revenues.

Required Bond Issue - Case III

Direct Construction Cost	$ 25,430,000	
Less forty-five per cent from other sources	11,430,000	
		$ 14,000,000
Interest during construction and six months	$ 2,275,000	
Less Interest earnings, est.	490,000	
Net interest to be capitalized		$ 1,785,000
Discount and issue costs, etc.		465,000
Required bond issue		$ 16,250,000
1. Initial interest		$ 650,000
2. Level debt service (forty-six years)		778,375
3. Total Level Debt Service 1960-2005		35,805,250
4. Total Gross Revenue 1960-2005		76,800,000
5. Total Operating & Maintenance Exp. 1960-2005		10,587,000
6. Total Net Revenue 1960-2005		66,213,000

In this instance there are adequate revenues to pay all expense of operation and maintenance (except first five years as noted) and to redeem all bonds and interest by 1986 (twenty-seven years' operation) (Table III). Thereafter, the forty-five per cent adjustment could be paid with or without interest within forty-six years of operation (2005). On this basis the project probably can be financed in the public markets.

TABLE III

$16,250,000

Year	Net	Interest	(to) or from Reserve	Principal	Total D.S.	Reserve 2yr. Int.	Bonds Out.
1957	2,275,000(a)	650,000	(1,625,000)		650,000	1,625,000	16,250,000
1958	1,625,000(a)	650,000	650,000		650,000	975,000	16,250,000
1959	975,000(a)	650,000	650,000		650,000	325,000	16,250,000
1960	769,700(x)	650,000	(119,700)		650,000	444,700	16,250,000
1961	800,500(x)	650,000	(150,500)		650,000	595,700	16,250,000
1962	832,500(x)	650,000	(182,500)		650,000	778,200	16,250,000
1963	865,800(x)	650,000	(215,800)		650,000	994,000	16,250,000
1964	900,400(x)	650,000	(250,400)		650,000	1,244,400	16,250,000
1965	709,500	650,000	(59,500)		650,000	1,303,900	16,250,000
1966	746,900	650,000	12,100	109,000	759,000	1,291,800	16,141,000
1967	785,800	645,640	12,840	153,000	798,640	1,278,960	15,988,000
1968	826,300	639,520	15,220	202,000	841,520	1,263,740	15,786,000
1969	868,500	631,440	20,940	258,000	889,440	1,242,800	15,528,000
1970	905,800	621,120	25,320	310,000	931,120	1,217,480	15,218,000
1971	948,000	608,720	28,720	368,000	976,720	1,188,760	14,850,000
1972	990,200	594,000	34,800	431,000	1,025,000	1,153,960	14,419,000
1973	1,032,400	576,760	39,360	495,000	1,071,760	1,114,600	13,924,000
1974	1,074,700	556,960	45,260	563,000	1,119,960	1,069,340	13,361,000
1975	1,116,900	534,440	50,540	633,000	1,167,440	1,018,800	12,728,000
1976	1,159,100	509,120	57,020	707,000	1,216,120	961,789	12,021,000
1977	1,201,300	480,840	62,540	783,000	1,263,840	899,240	11,238,000
1978	1,243,500	449,520	69,020	863,000	1,312,520	830,220	10,375,000
1979	1,285,800	415,000	75,200	946,000	1,361,000	755,020	9,429,000
1980	1,323,000	377,160	82,160	1,028,000	1,405,160	672,860	8,401,000
1981	1,365,200	336,040	89,840	1,119,000	1,455,040	583,020	7,282,000
1982	1,407,400	291,280	96,880	1,213,000	1,504,280	486,140	6,069,000
1983	1,449,600	242,760	105,160	1,312,000	1,554,760	380,980	4,757,000
1984	1,491,900	190,280	113,380	1,415,000	1,605,280	267,600	3,342,000
1985	1,534,100	133,680	121,580	1,522,000	1,655,680	146,020	1,820,000
1986	1,576,300	72,800	130,500	1,634,000	1,706,800	15,520	186,000
1987	1,618,500	7,440	(1,425,060)	186,000	193,440	1,440,580	

1987-2005 — Net - $37,688,980 -- Gross - $42,059,980

(a) Interest capitalized for these years.

(x) The gross revenues have been used in the first five years of operation (1960-1964) since the first three years insurance will be capitalized and it is felt the other operating and maintenance expenses for those years will be covered by reserves. 1965 and subsequent are calculated on net revenues.

Required Bond Issue - Case IV

Direct Construction Cost	$ 25,430,000	
Less fifty per cent from other sources	12,715,000	
		$ 12,715,000
Interest during construction and six months	$ 2,072,000	
Less Interest earnings, est.	444,500	
Net interest to be capitalized		1,627,500
Discount and issue costs, est.		457,500
Required bond issue		$ 14,800,000
1. Initial interest		$ 592,000
2. Level debt service (forty-six years)		708,920
3. Total Level Debt Service 1960-2005		32,610,320
4. Total Gross Revenue 1960-2005		76,800,000
5. Total Operating & Maintenance Exp. 1960-2005		10,587,000
6. Total Net Revenue 1960-2005		66,213,000

In this instance there are adequate revenues to pay all expense of operation and maintenance and to redeem all bonds by 1985 (twenty-six years of operation) (Table IV). Thereafter, the fifty per cent adjustment could be paid with or without interest well within forty-six years of operation (2005). On this basis, the project certainly can be financed in the public markets.

TABLE IV

$14,800,000 4%

Year	Net	Interest	(To) or from Reserve	Principal	Total Debt Service	Reserve 2 Year Interest	Bonds Outstanding
1957	$2,072,000*	$592,000	($1,480,000)	$ 0	$ 592,000	$1,480,000	$14,800,000
1958	1,480,000*	592,000	592,000	0	592,000	888,000	14,800,000
1959	888,000*	592,000	592,000	0	592,000	296,000	14,800,000
1960	617,700	592,000	(25,700)	0	592,000	321,700	14,800,000
1961	648,500	592,000	(56,500)	0	592,000	378,200	14,800,000
1962	665,500	592,000	(73,500)	0	592,000	451,700	14,800,000
1963	698,800	592,000	(106,800)	0	592,000	558,500	14,800,000
1964	673,400	592,000	(81,400)	0	592,000	639,900	14,800,000
1965	709,500	592,000	(117,500)	0	592,000	757,400	14,800,000
1966	746,900	592,000	(154,900)	0	592,000	912,300	14,800,000
1967	785,800	592,000	(193,800)	0	592,000	1,106,100	14,800,000
1968	826,300	592,000	(64,300)	170,000	762,000	1,170,400	14,630,000
1969	868,500	585,200	23,700	307,000	892,200	1,146,700	14,323,000
1970	905,800	572,920	29,120	362,000	934,920	1,117,580	13,961,000
1971	948,000	558,440	34,440	424,000	982,440	1,083,140	13,537,000
1972	990,200	541,480	38,280	487,000	1,028,480	1,044,860	13,050,000
1973	1,032,400	522,000	44,600	555,000	1,077,000	1,000,260	12,495,000
1974	1,074,700	499,800	50,260	625,000	1,124,800	950,160	11,870,000
1975	1,116,900	474,800	55,900	698,000	1,172,800	894,260	11,172,000
1976	1,159,100	446,880	61,780	774,000	1,220,880	832,480	10,398,000
1977	1,201,300	415,920	68,620	854,000	1,269,920	763,860	9,544,000
1978	1,243,500	381,760	75,260	937,000	1,318,760	688,600	8,607,000
1979	1,285,800	344,280	81,480	1,023,000	1,367,280	607,120	7,584,000
1980	1,323,000	303,360	88,360	1,108,000	1,411,360	518,760	6,476,000
1981	1,365,200	259,040	96,840	1,203,000	1,462,040	421,920	5,273,000
1982	1,407,400	210,920	103,520	1,300,000	1,510,920	318,400	3,973,000
1983	1,449,600	158,920	112,320	1,403,000	1,561,920	206,080	2,570,000
1984	1,491,900	102,800	120,900	1,510,000	1,612,800	85,180	1,060,000
1985	1,534,100	42,400	(431,700)	1,060,000	1,102,400	516,880	0

1986-2005 Gross $44,288,200. Net $39,443,200

*. Interest capitalized for these years.

Net revenues have been used throughout. Use of gross revenue in first 5 years by capitalizing initial insurance and other expenses would accelerate complete retirement and cover interest one and one-half times in fifth year.

The foregoing tables of required bond issues and accompanying amortization schedules have been presented as our opinion of the maximum amounts which could be financed through the issuance of pure revenue bonds on the proposed bridge. In our opinion, the required amount from other sources should be fifty per cent (50%) of the construction costs.

Case I indicates that there actually are more revenues estimated to accrue over the period through 2005 than the actual amount of level debt service. Since those revenues do not accrue in equal annual amounts, the lack of revenue in the early years to pay interest and principal as contemplated by level debt service increases the interest charges so that actual total debt service would exceed total level debt service. Gross revenues would not equal level debt service until the year 1977. Net revenues would be insufficient until the year 1983. The deficiency is $643,350 in the first year (1960) with gradually decreasing deficiencies thereafter. Amounts of this size cannot reasonably be expected from any source for this purpose.

It would appear, therefore, that the best approach is to determine the maximum amount which can reasonably be financed from the estimated revenues and to seek sources which might make funds available in an amount sufficient to bridge the gap. Such funds would be required either as an outright grant or as a non-interest bearing loan to be repaid only after retirement of all revenue bonds. At this time no funds are known to be available on either basis. However, there have been bills introduced in Congress which might result in making funds available now or in the future. One of these is H.R. 5885 which follows the former P.W.A. pattern. Others are embodied in the Federal Highway Program.

This latter, however, is operative only through the various state highway systems. Federal aid is not now granted direct to any sub-division of a state. Presently, the states are offered direct matching funds for use on the federal aid highway system (of which U.S. 101 is a part) but except by special permission such funds are not available for toll bridge construction. Proposed legislation is designed to change that limitation. The large federal highway program proposed in 1955 is designed to give very high grants to toll projects on the Interstate System only (U.S. 101 is not on the Interstate System).

It is too early to forecast the result of legislation which may be enacted because each state will thereafter need to make application on various projects. It may be that this project at Astoria could be used by one or both of the states to secure federal funds for which their own matching funds might not otherwise be available and thus keep the full share offered. It is doubtful that this phase can be fully explored for some time and certainly nothing should be done which would bring this bridge into competition with non-toll highway projects in either state. Such funds should be funds not otherwise available.

One other aspect should be reviewed although it would appear to be of questionable merit. The bridge as generally described in the engineer's report is designed to provide adequate clearances for water-borne traffic as required under present laws. The engineers have estimated that a bridge at this location, of equal traffic capacity, could be constructed at a cost $7,380,000 less if it were not necessary to provide for waterborne traffic. Under such conditions, cost of operation and maintenance would also be lower. It is probable that a bridge so constructed could be completely financed from toll revenues. A possible comparison might be to the large multipurpose dams. A portion of the cost of such dams is often allocated to various purposes, one of which is navigation. No comparable practice on bridge costs is in existence and there is no known present authority for such procedure. If the direct costs due to navigation needs could be combined with other federal benefits, such as defense, they would probably equal the minimum of forty per cent of construction costs needed in this project. In this connection attention is called to a very recent Federal authorization for aid in constructing a bridge across Lake Texoma between Texas and Oklahoma.

Should the funds be made available as in Case II, III, or IV, and should they be on an advance or loan basis, tolls could be continued after retirement of the Revenue bonds to repay them with four per cent interest from last retirement of revenue bonds. Time required in Case II would be approximately six years, in Case III approximately seven years, and in Case IV, approximately eight years. In Case II, if simple interest at three per cent per annum were accumulated to the advance, the resulting sum could be so retired with four per cent interest by extending toll collection through 2003. In Case III, if simple interest at four per cent per annum were accumulated to the advance, the resulting sum could be so retired with four per cent interest by extending toll collection through 2004, and in Case IV by 2005.

The engineering report refers to the ferry operation at Astoria but does not include revenues or operating costs. The Oregon Highway Department has furnished its figures on operation which indicate an annual loss. These figures are not sufficiently broken down to warrant a comparative analysis. However, upon a bare mileage comparison, and as a part of a much larger system, it would appear that the vessel-mile cost for all expenses is somewhat lower on Puget Sound. This is not meant to be critical of the Astoria operation as there probably are adequate reasons for the differences and comparison on that basis is not necessarily valid. Nevertheless, it would seem to be advisable to thoroughly explore the possibilities of the Port's operation of these ferries at a sufficient profit to pay the cost of bringing bridge designs down to detailed contract drawings so as to be prepared to proceed should the opportunity arise. This would also serve to place the Port in control of rates, schedules and traffic on this crossing. This control might be valuable in the inducement of potential bridge traffic.

It would appear that the time when complete revenue bond financing would be feasible, based upon present cost estimates and present traffic projections, would be about 1975. Based upon all of the foregoing, we believe the following steps are those indicated to be taken in order to advance the time when the construction of the bridge would be feasible.

1. We recommend that every effort be made to complete the design of the bridge so as to be ready for any

contingency that might occur. In this connection there seem to be two possible sources of funds. The least likely would seem to be from the operation of the ferries. The more likely might come from one of the planning agencies in Washington, D. C., such as the Housing and Home Finance Agency or the Community Facilities Administration.

2. Copies of the engineering report and of this review should be placed in the hands of each member of the Congressional delegations of Oregon, Washington and California with a request for their assistance in securing the necessary funds to close the gap indicated above between the entire cost and the financeable cost. This project should be particularly examined for inclusion in the remodelling of the Federal Highway Program, if that is possible, without deleterious effect on the programs of either Oregon or Washington.

3. Copies of the engineering reports and this review should be placed in the hands of the officials of the states of Oregon and Washington, particularly in the hands of the respective State Highway Departments with the assurance to them that it is fully understood that funds are not available in either department. Assistance should be requested in these departments in securing

the allocation of Federal Highway funds to this project but not at the expense of other projects under their jurisdiction.

4. Request the State Highway Departments and the Congressional delegations to cooperate in exploring possible methods of assistance direct with the Bureau of Public Roads and the Department of Defense.

5. Maintain a current record of the traffic and tolls on the ferries so that the trend may be continuously watched for any developments which might indicate the possibility of expansion of the present traffic estimates.

6. Explore the possibility of including in a district, such as the Golden Gate Bridge and Highway District, all of the counties in Washington and Oregon on U. S. 101 which might benefit from the construction of this bridge. The four nearest counties as a group do not have adequate valuations for this purpose.

In conclusion, we sum up as follows:

1. Based on present cost estimates and traffic projections, the bridge would earn its cost within a reasonable time of twenty-five years or less, but would not earn financing cost, plus interest within a period of fifty years.

2. To be financed on a revenue bond basis, there must be a minimum grant from outside sources of forty per

cent of the present estimated construction cost.

3. It is our opinion that upon letting a contract for substantially all of the construction, the indicated remaining amounts are financeable.

4. A contribution could be repaid to the contributor, with interest after the payment of the necessary revenue bonds, within a period expiring fifty years from today.

We would appreciate being kept advised of all progress along these recommended lines and will be ready at all times for conferences and to render any other assistance which you may request.

Respectfully submitted,

A. C. ALLYN AND COMPANY
Incorporated

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[illegible]

[illegible]

November 2, 1955

Oregon State Highway Commission

Gentlemen:

Today, I received a copy of a letter from Mr. C. D. Curtis, Commissioner of Public Roads, to Senator Neuberger, relative to the cooperation of the Federal Government, through federal-aid funds, in the construction of toll bridges.

This does not change my belief that the Astoria bridge would not be approved for federal participation, but does make it clear that federal-aid funds can be used on toll projects built by states or their political subdivisions. Before such projects are considered for approval by the Bureau of Public Roads, the project must be submitted by the state to the Bureau with a request for approval. Should a project the size of the Astoria bridge be programmed, it would require the diversion of 7.5-million dollars of primary funds to this purpose, which would require all the federal primary money that Oregon now receives under present legislation for two years' time, making it impossible to proceed with other more urgently needed projects over the State.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson

GSP:gm

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November 1, 1955

Oregon State Highway Commission

Gentlemen:

Attached hereto is a copy of a joint letter from the Port of Astoria and Pacific County, Washington, relative to the proposed Columbia River Bridge at Astoria. This letter asks eleven specific questions, many of which have to do with legal matters that are under study by our legal staff. I am advised that considerable research will be necessary before answers can be given to these legal questions.

In their first question they ask if the Highway Commission has any means available to guarantee payment on the revenue bonds. This would require, according to their estimates, $795,000 for the first year, and even though Oregon assumed only half of this obligation, it would still leave approximately $400,000 required. We do not have any such sum which could be allocated for such purpose.

In paragraph 2, they raise this same guaranty question under the assumption that only one half of the deficit would be borne by Oregon. Again, we do not have any such sum available for such use.

Under their third question, they ask whether, assuming that the bridge could be financed, the Highway Commission would be agreeable to construct, operate and maintain the project. This is a matter of policy. We do intend to follow this procedure at the Interstate Bridge between Portland and Vancouver, but this is a project which is being financed by the two states. On the bridges at The Dalles and Umatilla, the construction, operation and maintenance are under the control of the authority handling the financing. It is my recommendation that, if the project is to be financed other than by the states, this same procedure should be followed and that the financing authority should have the responsibility of constructing, operating and maintaining the bridge.

Under their fourth question, they ask whether the Highway Commission would be in a position to assume all or a portion of the maintenance or operating costs of the bridge. Again, this is a matter of policy for the Commission to decide, but I would call your attention to the estimated maintenance costs of approximately $95,000 per year and operating costs of $138,000, or total of $287,000 per year. If the bridge were constructed, the ferries would undoubtedly be discontinued, and some of this maintenance cost would be balanced by eliminating the loss on the present ferry operation. I suggest that a statement be made that the Highway Commission will not make this commitment.

In their fifth question they ask whether this toll bridge would be eligible for federal-aid funds. Eligibility for such funds are determined by examination of individual projects, and, in view of the unfavorable ratio of cost to revenue, it is certain that such a proposal would not meet with the approval of federal authorities.

In their sixth question they ask regarding the ability of the Highway Commission to allocate funds to the project should authorization be granted by the Congress. Unless legislation by Congress carried with it a specific authorization for this project, which is quite improbable, any allocation of funds could only be made at the expense of other needed projects in the State.

In their seventh question they ask whether the Highway Commission could allocate funds under a Federal Interstate Highway Program. This project is not on the federal interstate highway system, and there is no probability that it can be added to that system. Interstate highway projects must form a continuous highway system, and the nearest point on the interstate system to the bridge project is Portland, approximately 100 miles away.

In their eighth question they ask whether there are any means at the federal level where sufficient funds could be obtained to construct the bridge. As far as I know, there are no funds for such purposes under any existing authorization. Congress can, of course, appropriate money for any purpose which it deems advisable, but it is quite improbable that an appropriation for this purpose would be favorably acted upon.

Question 9 asks as to the authority of the State to participate in such a project without further State legislation. This is a legal question, but it would appear that such an interstate project would require specific legislation in the same way that the Interstate Bridge at Vancouver required legislation.

In their tenth question they ask what suggestions you have for solving their financial problem. The amount of money involved and the unfavorable ratio of cost to revenue make the financing of this project an almost impossible matter. I know of no present nor anticipated State revenues which could be allocated. It would seem that the timing of the project is premature and that it should not be undertaken until such time as traffic develops which would make the project financially feasible under ordinary toll-revenue bond procedures.

Under their eleventh question, they ask if the Highway Commission will take leadership in trying to solve the financial features of the project. In view of the apparent impossibility of developing a sound financial program for the project,at this time, I believe the Highway Commission should stay clear of any leadership in this problem.

I am attaching a copy of summary of the engineering and financial report which has been prepared by the Port of Astoria and Pacific County, Washington.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachments

GSP:gm
cc Mr. G. S. Paxson

UNITED STATES SENATE
Committee on
Interior and Insular Affairs

October 28, 1955

Mr. R. J. Bettendorf, Manager
The Port of Astoria
Smith Point
Astoria, Oregon

Dear Mr. Bettendorf:

Senator Neuberger has received a reply from the Commissioner of the Bureau of Public Roads on the toll-bridge financing question which you brought to his attention. A copy of the Commissioner's reply is enclosed.

I hope that the suggestions made by Commissioner Curtiss in his letter to the Senator will be of help to you in your planning. The Oldfield Act and the participation of the Secretary of Agriculture may provide the proper avenue for breaking the stalemate which has confronted you in this matter.

I would like to call your attention to the last paragraph in Commissioner Curtiss' letter, in which he mentions the need for the Oregon State Highway Commission to intervene in behalf of construction of the Mouth of the Columbia Bridge. For my own information, I would like to know whether the State Commission has taken any steps to include the bridge in its Federal-aid program. In this case, I assume that it would be helpful for both the Washington Toll Bridge Authority and the Washington State Highway Department also to initiate action, although the Oldfield Act does not indicate the necessity for action by both states involved. I would appreciate knowing the position of the Oregon State Commission in this matter.

Senator Neuberger is most interested in advancing your proposed project in every way possible, and if this office can be of further service I hope that you will let us know.

John Jones sends his best regards.

Very truly yours,

LLOYD TUPLING
Assistant to
Senator Richard L. Neuberger

LT:jc
Encl.

On October 27, 1955 at 10:30 A.M. in the Commissioners Room, Pacific County Courthouse, South Bend, Washington, a meeting was held between representatives of the Port of Astoria and Pacific County and the Washington Toll Bridge Authority and Washington Highway Commission. In attendance representing these bodies were:

Wm. R. Manion, President, Port of Astoria
F. L. Wright, Secretary, Port of Astoria
R. J. Bettendorf, Manager, Port of Astoria
G. T. McClean, Engineer, Port of Astoria
A. C. Fulton, Attorney, Port of Astoria
Bob Kirkman, Pacific County Commissioner, Chairman
Carl R. Pettit, Pacific County Commissioner
O. W. Roessler, Pacific County Commissioner
W. A. Bugge, Washington Highway Commission, Director
E. C. Huntley, Washington Highway Commission, Chairman
H. E. Morgan, Washington Highway Commission
R. E. Hensel, Washington Highway Commission
O. E. Stone, Washington Highway Commission
D. B. Hedges, Washington Toll Bridge Authority, Secretary
Paul Speer, A. C. Allyn Co., Chicago

Mr. Kirkman welcomed the Toll Authority and Highway Commission.

Mr. Manion gave a summary of the bridge study.

Mr. Speer gave a summary of the bridge financial picture.

Mr. Wright submitted the attached questions to the Highway Commission and Toll Authority. Mr. Bugge did all the answering.

1. The Toll Bridge Authority has no funds. It receives operating funds from the Highway Commission's vehicle fund.

2. Same as No. 1

3. This is a policy question which could not be answered except by Toll Authority itself. To operate or maintain would require that the revenues be sufficient to cover these costs as the Toll Authority has no funds.

4. No. The statue under which the Toll Bridge Authority operates requires that their projects be self supporting.

5. A State ligislature study presented to the 1955 legislature disclosed that under a proposed ten year program it would require 670 million dollars to construct the existing necessary highway projects and only 300 million dollars would be available during this same period.

6. If Federal legislation was passed which did give the State more federal highway aid money than is anticipated under the existing program, this answer could only be determined upon what this legislation would provide. A policy question. Mr. Huntley, Chairman of the Highway Commission, stated that the Highway Commission was at this meeting with a very sympathetic ear but had no words of encouragement to help financially at this time.

7. It was the opinion that there was no chance at all to have Highway 101 included in the Interstate System. It was felt that Congress would adopt some sort of a Federal Interestate Highway Program when it re-convened in January, 1956 but just what the program would be, no one could tell.

8. A very remote possiblity. None known at this time.

9. As this bridge is an interstate bridge it would require special state legislation in the form of enabling legislation to permit the Toll Authority or Highway Commission to enter into any joint participation with Oregon.

10. It was suggested that the most likely solution was thru some sort of Federal legislation. It was suggested that a joint meeting of Congressional people, Highway officals and Port and Pacific County officials be arranged to completely inform our Congressional delegates of the problems and to develop the proper legislation for them to introduce.

11. It was thought that the Port of Astoria and Pacific County should continue their leadership on this project. It is not the policy of the Toll Bridge Authority to initiate projects. They only take over such projects after the studies and means of financing have been solved. Such projects are initiated and carried on by other agencies as a City or County. It is a completed package all wrapped up before they take it over. They assist but do no lead. The Port was highly commended on their selection of firms to make the engineering, traffic and financial studies. It was their opinion that no better firms could have been obtained.

In summing up this meeting it is felt that the Toll Bridge Authority and the Highway Commission are very sympathetic towards our problem. They do not have the solution but will assist in every way in trying to solve it.

October 27, 1955

Port of Astoria
Astoria, Oregon

Gentlemen:

This will acknowledge receipt of your letter received in yesterday's mail transmitting several copies of the summary of your report on the proposed bridge across the Columbia River at Astoria, Oregon.

I am today forwarding copies to the individual members of the State Highway Commission, the State Highway Engineer, and the Commission's Chief Counsel so they will have the information prior to the meeting on November 4.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Board of County Commissioners
Pacific County, Washington

Commissioners
R. H. Baldock
C. H. Enfield

Highway Group to Aid Span Project

(Continued from Page 1)

and Coverdale and Colpitts are the finest experts in their fields for such work and he said there was no doubt that the initial steps taken are the right ones.

$12.7 Million Needed

He pointed out, however, that the Washington Toll Bridge authority had no funds that could be made available for such a project and he said that the highway commisison has no ideas as to how the needed money could be raised.

An estimated $12.7 million dollars is necessary to go ahead with the construction of the project. The A. C. Allyn Bond company has already indicated willingness to loan money for half the project.

The discussion with the highway group was short and snappy and lasted about one hour.

Questions Listed

Following Manion's summary of the situation Floyd Wright, port commissioner, read a list of prepared questions and Bugge answered most of them.

The following is a shortened version of the questions and the answers that were received:

Q. Are there any means available to the Toll Bridge Authority by which they could guarantee the toll revenues so that revenue bonds could be issued for a total project cost?

A. No. The Toll Bridge authority has no funds available for this kind of guarantee.

Q. If some other agency assumed one-half the annual deficit each year for the 26 years after the bridge is in operation would the authority be in a position to underwrite the other one-half.

A. No.

Q. If means are found to finance this bridge would the Toll Bridge authority be agreeable to construct, operate and maintain this project either solely or on cooperative basis with the regon State Highway commis- on?

A. This is possible but it would be a matter of policy and would have to be established by laws passed in both the Oregon and Washington legislatures.

Q. Would the Toll Bridge authority be in position to assume all or a portion of the maintenance and/or operating costs of the bridge if it were constructed by some other agency?

A. Same answer as last. Project would have to be self-supporting.

Q. Would this toll bridge be eligible for any federal highway aid funds allocated to your state

would be a matter of policy [illegible] would have to be established by laws passed in both the Oregon and Washington legislatures.

Q. Would the Toll Bridge authority be in position to as- [illegible] **agency?**

A. Same answer as last. Project would have to be self-supporting.

Q. Would this toll bridge be eligible for any federal highway aid funds allocated to your state for primary highways?

A. Not likely. Study shows that $670 million would be needed for a 10-year program to meet existing highway needs. Only $300 million available.

Q. If above is not permissible at the present time but legislation is passed permitting it, to what amount would the highway commission be in a position to allocate funds to the construction of the bridge?

A. That's a policy question and commission not in a position to say.

Q. If a Federal Interstate Highway program is adopted by Congress, would the toll bridge authority or highway commission be in a position to allot funds to the construction of the bridge in the amount of one-quarter or one-half the project construction cost?

A. Answer based on coming federal proposals for interstate highway system. "Not much chance of major additions (Highway 101) to interstate highway systems," Bugge said.

Q. Are there any federal funds where sufficient money could be obtained for construction of the bridge either in the whole or in conjunction with revenue bond financing?

A. Don't know of any.

Q. Is state legislative action necessary for either of the two bodies to participate financially in any way in the construction, operation and/or maintenance of this proposed toll bridge?

A. Yes, enabling legislation is necessary.

Q. What suggestions do you have for solving the financial problem?

A. No answer. We have the bridging of Puget Sound and bridging of Hoods Canal to think about among our many other problems. Should be taken up with congressional delegates and arrange for state-federal meetings.

Q. Will the toll bridge authority or the highway commission in Washington take leadership in cooperation with the Oregon State Highway commission in trying to solve the financial problems of this project?

A. Can't answer that question.

Paul Speer, representative of the A. C. Allyn company, was also present at the meeting to further summarize the survey report and to state the position of the bonding company and answer questions.

Highway Group To Help If Can In Span Project

SOUTH BEND, Wash. (Special) – The members of the Washington State Highway commission during a meeting here Thursday expressed willingness to "give all the assistance we can" toward solving the financial problems of constructing a bridge acros the Columbia river at Astoria.

"We cannot give you any encouragement," Ernest Huntley, highway commission chairman, told members of the Astoria Port commission and the Pacific county commission, but Huntley stated that the highway agency is a "continuing body" and will always take up for consideration questions of this kind.

The highway commission throughout the discussion brought forth the conclusion that state funds just are not available and that the answer to the financial problems can only be found through the federal government funds.

The meeting was designed by officials of the port and Pacific county to seek assistance in developing ways and means of financing the bridge.

The two bodies will meet next week with the Oregon State Highway commission to discuss the same topic.

Members Listed

Members of the two agencies that requested the meeting with the state body generally were encouraged by the fact that the full highway commission was on hand at the meeting here in the Pacific county court house although there were no specific answers given on how the money for the project could be obtained.

The members of the body from Olympia present at the meeting were Huntley, H. E. Morgan, R. E. Hensel, and O. E. Stone. Darrell R. Hedges, secretary of the Washington State Toll Bridge authority, was also at the meeting.

Robert Kirkman, head of the Pacific county commission, directed the discussion and most of the questions asked by two agencies working for the bridge were directed to William A. Bugge, state highway engineer.

Summarized

William Manion, chairman of the port commission, gave a summary of the entire bridge problem including a review of the survey conducted by Tudor Engineering company and Coverdale and Colpitts.

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Bugge told the officials and a few spectators in the county court hearing room that he thought that the approach to the problem of finding ways to get the bridge built had been handled properly so far. He said the firms Tudor and Company

(Continued on Page Two)

Highway Group to Aid Span Project

(Continued from Page 1)

and Coverdale and Colpitts are the finest experts in their fields for such work and he said there was no doubt that the initial steps taken are the right ones.

$12.7 Million Needed

He pointed out, however, that the Washington Toll Bridge authority had no funds that could be made available for such a project and he said that the highway commisison has no ideas as to how the needed money could be raised.

An estimated $12.7 million dollars is necessary to go ahead with the construction of the project. The A. C. Allyn Bond company has already indicated willingness to loan money for half the project.

The discussion with the highway group was short and snappy and lasted about one hour.

Questions Listed

Following Manion's summary of the situation Floyd Wright, port commissioner, read a list of prepared questions and Bugge answered most of them.

The following is a shortened version of the questions and the answers that were received:

Q. Are there any means available to the Toll Bridge Authority by which they could guarantee the toll revenues so that revenue bonds could be issued for a total project cost?

A. No. The Toll Bridge authority has no funds available for this kind of guarantee.

Q. If some other agency assumed one-half the annual deficit each year for the 26 years after the bridge is in operation would the authority be in a position to underwrite the other one-half.

A. No.

Q. If means are found to finance this bridge would the Toll Bridge authority be agreeable to construct, operate and maintain this project either solely or on cooperative basis with the regon State Highway commis- on?

A. This is possible but it would be a matter of policy and would have to be established by laws passed in both the Oregon and Washington legislatures.

Q. Would the Toll Bridge authority be in position to assume all or a portion of the maintenance and/or operating costs of the bridge if it were constructed by some other agency?

A. Same answer as last. Project would have to be self-supporting.

Q. Would this toll bridge be eligible for any federal highway aid funds allocated to your state for primary highways?

A. Not likely. Study shows that $670 million would be needed for a 10-year program to meet would be a matter of policy and would have to be established by laws passed in both the Oregon and Washington legislatures.

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A. Same answer as last. Project would have to be self-supporting.

Q. Would this toll bridge be eligible for any federal highway aid funds allocated to your state for primary highways?

A. Not likely. Study shows that $670 million would be needed for a 10-year program to meet existing highway needs. Only $300 million available.

Q. If above is not permissible at the present time but legislation is passed permitting it, to what amount would the highway commission be in a position to allocate funds to the construction of the bridge?

A. That's a policy question and commission not in a position to say.

Q. If a Federal Interstate Highway program is adopted by Congress, would the toll bridge authority or highway commission be in a position to allot funds to the construction of the bridge in the amount of one-quarter or one-half the project construction cost?

A. Answer based on coming federal proposals for interstate highway system. "Not much chance of major additions (Highway 101) to interstate highway systems," Bugge said.

Q. Are there any federal funds where sufficient money could be obtained for construction of the bridge either in the whole or in conjunction with revenue bond financing?

A. Don't know of any.

Q. Is state legislative action necessary for either of the two bodies to participate financially in any way in the construction, operation and/or maintenance of this proposed toll bridge?

A. Yes, enabling legislation is necessary.

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RECEIVED
OCT 12 1955
FOR FILING

October 11, 1955

Mr. Chas. A. Ross
Sunset Garage
2105 4th Street
Tillamook, Oregon

Dear Mr. Ross:

This is in reply to your letter of October 5 relative to financing of the proposed Columbia River Bridge at Astoria. It would seem to me that to raise $6,000,000 by a revenue bond issue, separate and above the bond issue which the bridge authority would issue, would be practically an impossibility. The feasibility report from A. C. Allyn and Company shows that the bonds issued by the bridge authority would not be paid out until 1985 or 1987 and there would be no revenue to use for this additional bond issue until that time. Revenue bonds on which not even interest could be paid for 30 years would not be marketable.

Any recommendation to the legislature would, of course, be a matter for the Highway Commission to decide. I would have to advise them, however, that there are no state funds available from present taxes in amounts such as would be required. It will require all the state funds now available to match the federal funds that will be allotted under even the minimum federal-aid bill that we can expect.

From the reports of the engineers and from the Allyn company it would seem that the time has not yet come when this project is feasible.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson

GSP:gm lg

SUNSET GARAGE
2105 4th St. • Telephone 1000
TILLAMOOK, OREGON

DODGE AND PLYMOUTH SIXES • DODGE RED RAM V-EIGHTS

Oct 5, 1955

Mr. R. H. Baldock
State Hiway Engineer
Salem, Oregon

Dear Sam:

Some time ago I attended a meeting of the steering committee for the Columbia River Bridge at Astoria. The committee selected an option received in the feasibility survey whereby we raised twelve million dollars. This amount is supposed to be sufficient to make the bonds saleable.
I am now in receipt of a letter from D. B. Hedges, Secretary to the Governer of Washington requesting that the steering committee appear before the Washingt n State Hiway commission on the third week in October to state our case.
Incidently, Robert Kirkman, County Commissioner for Pacific County, Washington made the statement at the Astoria meeting that he had no doubt that the Washington toll bridge authority would furnish half of the twelve million dollars. This would leave six million dollars to be raised from some kind of revenue bonds. Before attending this meeting I would like to be fortified with all the possible information and supporting facts. You undoubtedly have a report of the feasibility survey. What in your opinion would be our chances to get an endorsement from our hiway commission and legislature and what sort of revenue bearing bonds could be used in such a venture. Needless to say you will not be quoted in any advice you may give me. Thank you.

Sincerely,

Charlie

Chas. A. Ross

CAR:hc

REFERRED TO
Mr. Paxson

Please prepare a reply.

Only DODGE builds 'Job-Rated' TRUCKS

October 25, 1955

30-01

Hon. Richard L. Neuberger
United State Senate
Washington, D. C.

Dear Senator Neuberger:

Receipt is acknowledged of your communication of October 10, 1955, enclosing a letter to you dated October 7, 1955, from Mr. R. J. Bettendorf, Manager, The Port of Astoria, Oregon, regarding a news item in the Wall Street Journal concerning a proposed interstate toll bridge across the Ohio River between Louisville, Kentucky, and Albany, Indiana. The news item indicated that this proposed bridge will be financed in part with Federal funds and Mr. Bettendorf inquires as to how this is accopmplished at the Federal level.

While various discussions have been held with respect to financing the proposed bridge in question with Federal-aid funds, the Bureau has not yet received formal submission papers from the highway department of either of the States concerned for programing of the project. In order for Federal-aid funds to participate in the cost of such toll bridge, or any other toll bridge, it would be necessary that the project meet the requirements of the so-called Oldfield Act approved March 3, 1927 (44 Stat. 1398). This Act reads as follows:

> "***That notwithstanding any provision of the act entitled 'An act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, or of the Federal highway act, the Secretary of Agriculture may extend, on the same basis and in the same manner as in the construction of any free bridge, Federal aid under such acts, in the construction of any toll bridge and approaches thereto, by any State or States, or political subdivision or subdivisions thereof, upon the condition that such bridge is owned and operated by such State or States, or political subdivision or subdivisions thereof, and that all tolls received from the operation thereof, less the actual cost of operation and maintenance, are applied to the repayment to the State or States, or political subdivision or subdivisions thereof, of its or their part of the cost of construction of such bridge, and upon the further condition that when the amount contributed by such State or States, or political subdivision or subdivisions thereof, in the construction of such bridge shall have been repaid from the tolls, the collection of tolls for the use of such bridge shall thereafter cease, and the same shall be maintained and operated as a free bridge."

Under established procedures, as a first step toward Federal participation in a toll bridge, the State highway department or deparments concerned are required to submit, for the approval of the Bureau of Public Roads, the proposed toll bridge project as part of its Federal-aid program, along with evidence showing compliance with the above law. It is suggested, therefor, that Mr. Bettendorf take up the matter with the Oregon State Highway Commission should it be desired to apply for Federal aid in the construction of any proposed toll bridge at Astoria, Oregon.

Mr. Bettendorf's letter is returned herewith.

Very truly yours,

G. D. CURTISS
Commissioner of Public Roads

Enclosure

RECEIVED
MAY 23 1955
FOR FILING

Salem, Oregon
May 23, 1955

Columbia River Bridge
at Astoria

Mr. R. H. Baldock

The Tudor Engineering Company and Coverdale and Colpitts submitted a joint report on the proposed Columbia River Bridge at Astoria in March of this year. The estimate of $25,430,000 for construction, right of way, engineering, administration, and legal services seems reasonable. At a meeting in Astoria a figure of $5,500,000 was given for interest during construction and other financing costs. The necessary bond issue to finance the project was assumed as $31,000,000.

The estimate of traffic using the bridge and of revenue set up in the report is open to considerable question. Our Traffic Division has analyzed the report and has come up with a considerably lower figure than is shown in the report. Their estimate of traffic and revenue is shown in the attached table. This can be compared with the corresponding table facing page 18 of the Coverdale and Colpitts section of the report.

Based on a bond issue of $31,000,000 at 3½ per cent interest, requiring $1,085,000 annually, our estimates show that it would be 1984 before there was enough net revenue to pay interest alone without provision of any sinking fund for bond retirement. If the revenue estimates in the report are used, the corresponding date would be 1975. I am attaching the analysis of our Traffic Division, on which their traffic and revenue figures are based.

G. S. Paxson

NOTED
G. S. PAXSON

GSP:gs
Attach.

cc Mr. W. C. Williams

RECEIVED
APR 23 1955
FOR FILING

[illegible]
[illegible]
[illegible]
Astoria

Salem, Oregon
April 27, 1955

Feasibility Study
Proposed Columbia River Bridge
Astoria

G. S. Paxson
Assistant State Highway Engineer
Office

W. C. WILLIAMS

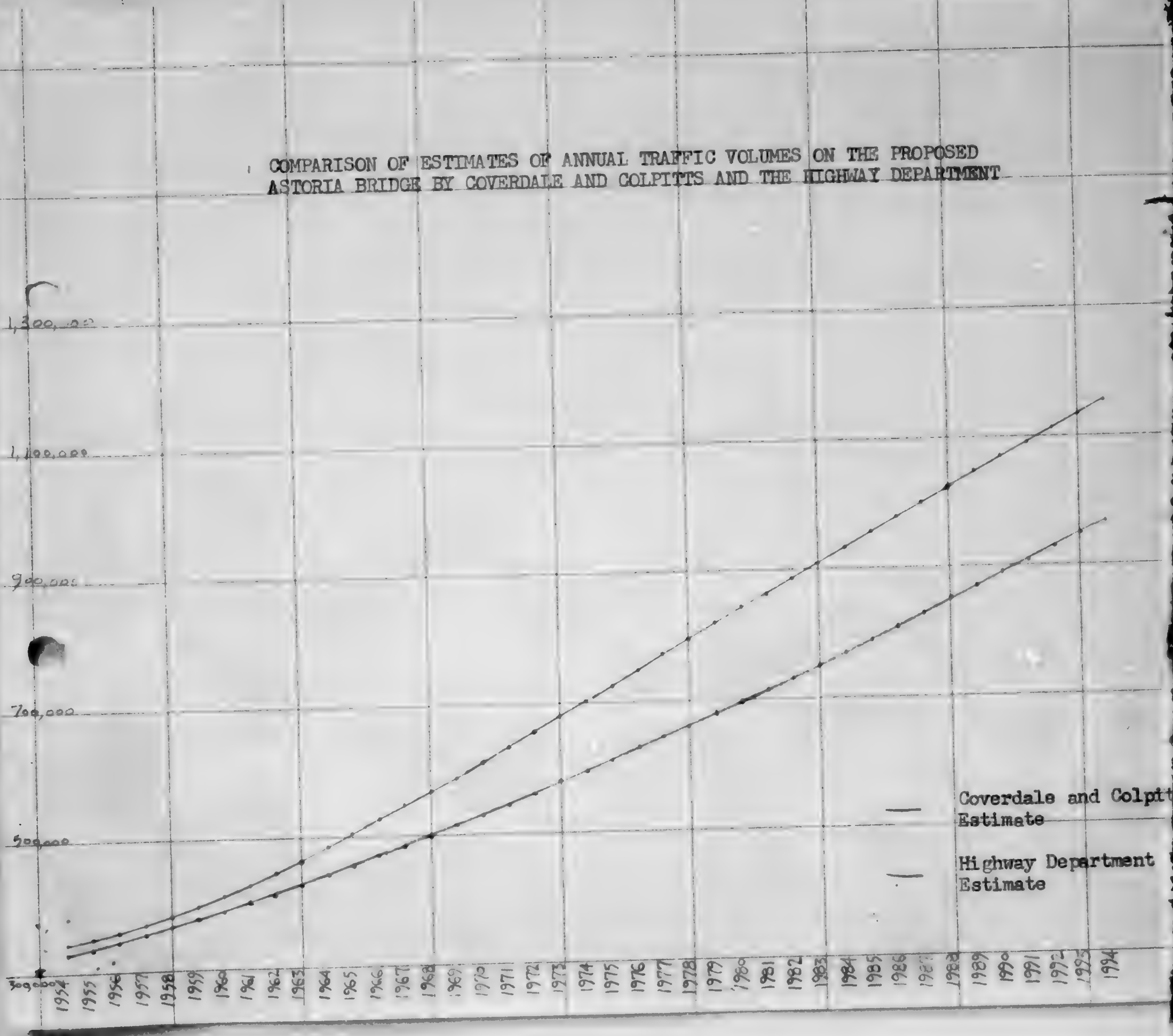
Attached is a review of a Feasibility Study of the proposed Columbia River Crossing at Astoria. The study was prepared by Coverdale and Colpitts and Tudor Engineering Company. As you recall, a previous Feasibility Study was conducted by Moffit, Nichol and Taylor in January, 1954. The principal difference between their estimate and ours for total traffic, results from a fundamental disagreement on the rate of population growth in Clatsop and Pacific Counties.

I believe the attached report gives a complete explanation of these differences.

F. B. Crandall

F. B. Crandall
Traffic Engineer

Attachment
cc: W. C. Williams (Attachment)
DWS:mp



COMPARISON OF ESTIMATES OF ANNUAL TRAFFIC VOLUMES ON THE PROPOSED ASTORIA BRIDGE BY COVERDALE AND COLPITTS AND THE HIGHWAY DEPARTMENT

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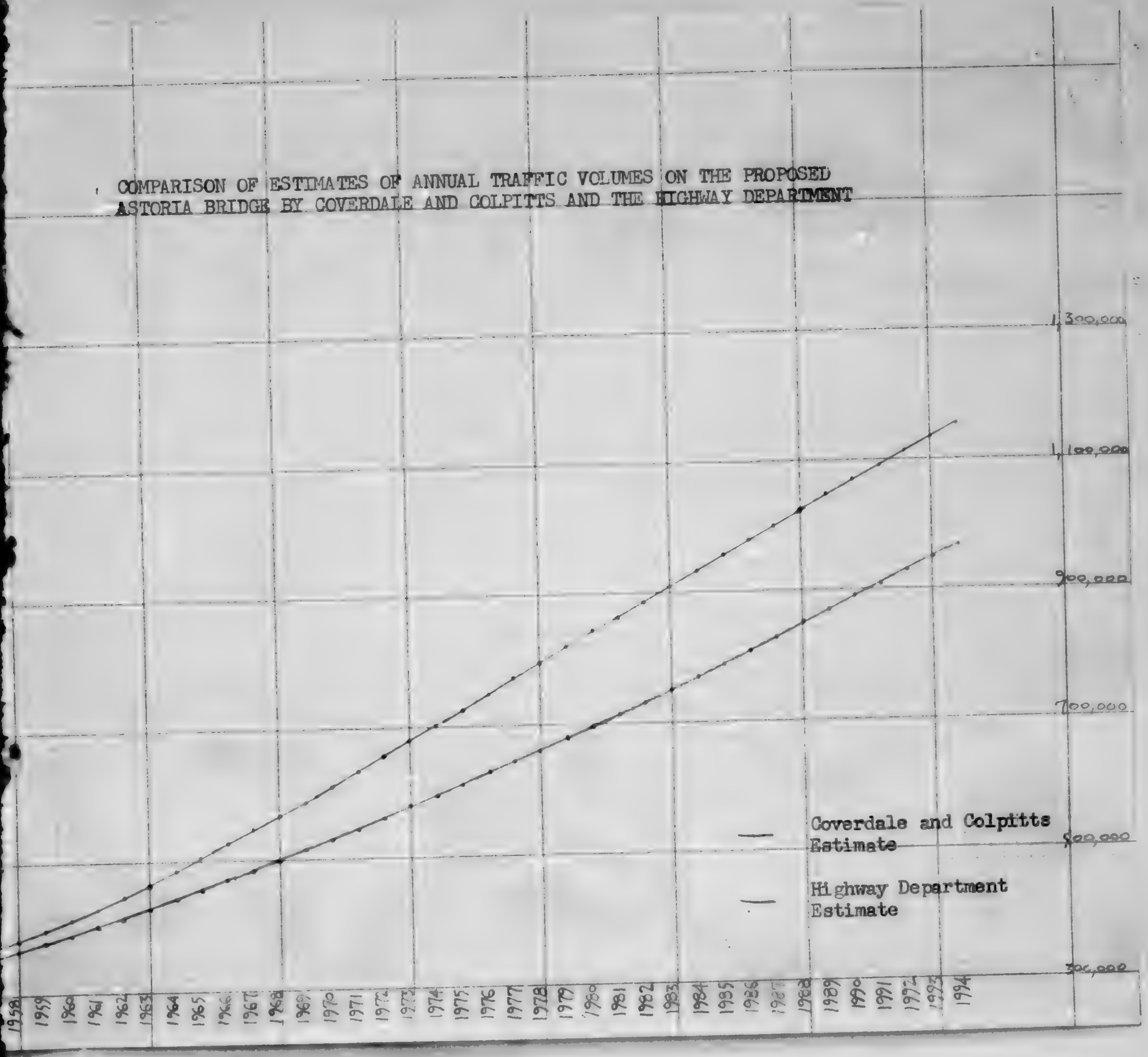

PROPOSED ASTORIA BRIDGE

ESTIMATED TRAFFIC AND GROSS AND NET REVENUES FOR YEARS 1960-1994, INCLUSIVE, DATA BASED ON OREGON HIGHWAY DEPARTMENT ESTIMATE OF TRAFFIC AND COVERDALE & COLPITTS ESTIMATE OF MAINTENANCE AND OPERATION COSTS

YEAR	TOTAL VOLUME	GROSS REVENUE AT $1.86 PER VEHICLE	MAINTENANCE AND OPERATION	REVENUE AVAILABLE FOR DEBT SERVICE
1960	370,000	$ 688,200	$ 152,000	$ 536,200
1961	383,000	712,400	152,000	560,400
1962	395,000	734,700	167,000	567,700
1963	408,000	758,900	167,000	591,900
1964	421,000	783,100	227,000	556,100
1965	432,000	803,500		576,500
1966	446,000	829,600		602,600
1967	460,000	855,600		628,600
1968	473,000	879,800		652,800
1969	487,000	905,800		678,800
1970	501,000	931,900	232,000	699,900
1971	516,000	959,800		727,800
1972	528,000	982,100		750,100
1973	544,000	1,011,800		779,800
1974	560,000	1,041,600		809,600
1975	575,000	1,069,500		837,500
1976	591,000	1,099,300		867,300
1977	605,000	1,125,300		893,300
1978	622,000	1,156,900		924,900
1979	638,000	1,186,700		954,700
1980	653,000	1,214,600	237,000	977,600
1981	672,000	1,249,900		1,012,900
1982	690,000	1,283,400		1,046,400
1983	704,000	1,309,400		1,072,400
1984	722,000	1,342,900		1,105,900
1985	741,000	1,378,300		1,141,300
1986	761,000	1,415,500	237,000	1,178,500
1987	777,000	1,445,200		1,208,200
1988	796,000	1,480,600		1,243,600
1989	816,000	1,517,800		1,280,800
1990	836,000	1,555,000	242,000	1,313,000
1991	853,000	1,586,600		1,344,600
1992	873,000	1,623,800		1,381,800
1993	894,000	1,662,800		1,420,800
1994	914,000	1,700,000		1,458,000

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April 1955

COMMENTS ON COVERDALE AND COLPITTS TRAFFIC ESTIMATE

Present Potential Traffic:

The following comments on the Coverdale and Colpitts traffic estimate relate their estimate to the recently revised Highway Department estimate made originally in 1953 for comparison with the Moffit, Nichol, and Taylor Feasibility Report on the proposed Astoria Bridge. The comments refer to two phases of traffic on the proposed bridge:

1. The present potential traffic.
2. Traffic growth.

The Highway Department and the Coverdale and Colpitts estimates for 1954 of present potential traffic on the proposed Astoria Bridge are within 5.8 per cent of each other (See Table I). The components of present potential traffic include traffic diverted from the Astoria-Megler Ferry, traffic diverted from existing bridges, and induced traffic. An explanation of the methods used by Coverdale and Colpitts and the Highway Department in obtaining these components is outlined below. A comparison of the traffic volumes estimated by the two organizations is given in Table I.

TABLE I

SUMMARY OF ESTIMATES OF TRAFFIC ON PROPOSED ASTORIA BRIDGE

Traffic By Type	Coverdale & Colpitts 1954 Traffic	Highway Department 1954 Traffic	Per Cent Difference From Highway Department
Diverted:			
Ferry	139,599	139,599	0 per cent
Other Bridges	89,200	89,200	0 per cent
Induced:	114,400	95,650	19.6 per cent
Totals	343,199	324,449	+ 5.8 per cent

Traffic Diverted From Ferry

Coverdale and Colpitts used 1954 traffic volumes plus the assignment of foot traffic to vehicles. This amounted to 139,599 vehicles. Since this is an up-to-date figure, the Highway Department has accepted it for its estimate. The estimate of 1954 Ferry traffic made by the Highway Department in 1953 for comparison with the Moffit, Nichol, and Taylor Report, amounted to 162,500 vehicles. This estimate was based on a projection of 1946 - 1952 volumes to the 1954 level. Apparently this 1954 estimate was high because of the unfavorable weather conditions which affected tourist and beach traffic during that year. A chart showing this estimate is included in the review of the Moffit, Nichol, and Taylor Report dated January 6, 1954.

Traffic Diverted From Other Bridges

Coverdale and Colpitts estimated diverted bridge traffic on the basis of a 1954 Origin-Destination Study. This amounted to 89,200 vehicles. Since the assignment of traffic over the proposed Astoria Bridge based on the Origin-Destination Study appears satisfactory, the Highway Department has accepted it for its estimate. The Highway Department estimate of traffic diverted from other bridges, made in connection with the Moffit, Nichol, and Taylor Report in 1953 amounted to 52,500 vehicles. This estimate was based on data developed from the 1944 Trans-Columbia River Interstate Bridge Study.

Induced Traffic

The Coverdale and Colpitts estimate was made on the arbitrary assignment to induced traffic of 50 per cent of total diverted traffic--that is, traffic diverted from the Astoria-Megler Ferry and existing bridges. This amounts to 114,400 vehicles. This estimate appears unreasonably high in view of the lack of population and resources in the Clatsop-Pacific Counties Area, and the high tolls scheduled for passenger cars. It would be expected that the proposed toll, $1.75 per passenger car which is 50 cents above the highest bridge toll now collected in the United States, would have some effect on the demand for river crossings by tourist and beach traffic. The Highway Department estimate of induced traffic, amounting to 95,650 vehicles, appears more reasonable. This estimate was based on the following:

> Induced local traffic computed on the basis that the number of commercial vehicles would double and passenger cars increase by 50 per cent.
>
> Induced beach traffic computed on the basis that volume would amount to 15 per cent of current Ferry volume.
>
> Induced through tourist traffic computed on the basis that volume would increase by an additional 15 per cent of present tourist traffic.

Traffic Growth:

While the two present potential traffic estimates are reasonably close, the growth factors used in the two estimates vary considerably. Up to 1960, both estimates assumed about a 3 per cent increase per annum. In 1960 when Coverdale and Colpitts assume the bridge will open, the rate of growth is jumped to 4 per cent for the years 1960 to 1969. Since the 1954 - 1959 estimate includes potentially induced traffic, the increase to 4 per cent does not appear logical, especially in view of the potentialities of the

Clatsop-Pacific Counties Area. Timber in Clatsop County has been largely cut off or burned, and the reforestation programs will not come into operation for many years. Logging in Pacific County is active but would not greatly affect vehicle traffic on the proposed Astoria Bridge, because of the presence of large mills and a shipping center in the Aberdeen-Hoquiam South Bend Area. Potential mineral production is completely lacking in Clatsop County, and is of only minor importance in Pacific County. The fishing and oyster industries appear to be stabilizing in the area, and except for a potential minor growth of agricultural activity, the two counties must depend on increased resort activity for further growth of economic base. An explanation is given below of the methods used by Coverdale and Colpitts and the Highway Department in obtaining their respective growth factors.

Coverdale and Colpitts

Based on population trends, auto registrations, gas consumption, and traffic volumes at the Puget Island and Astoria-Megler Ferries, the Longview and Interstate Bridges, and tributary highways, it was estimated that present potential traffic would grow at a 3 per cent rate per annum from 1954 to January 1960, the year the bridge would be opened. In 1959, total traffic would be 397,900.

Once the bridge was opened, it was estimated that the rate would rise to 4 per cent per annum through 1969, and in the following years would increase arithmetically at 22,700 vehicles per annum.

Highway Department

This estimate is substantially the same as that developed for comparison with the Moffit, Nichol, and Taylor Report in 1953. A separate rate of growth for local traffic and for non-local traffic was assumed. This was done since the local traffic originates in Clatsop and Pacific Counties, and these two counties are experiencing a significantly lower rate of growth than the Pacific Northwest as a whole. The estimates were made on assumption that the rate of growth of traffic using the bridge would approximate the population growth times the growth in mileage driven per vehicle. Details are given below:

Local Traffic

The estimate uses an increase factor derived by multiplying the estimated rate of growth in mileage driven per vehicle times the estimated rate of growth of population in Clatsop and Pacific Counties. The compound annual rates of growth are as follows:

1955 - 1960 = 2.8%
1960 - 1969 = 2.8%
1969 - 1984 = 2.5%

Non-Local Traffic

The increase factor for non-local traffic was based on the increased mileage driven per vehicle times the estimated rate of growth of population in the Pacific Northwest as forecasted by the Columbia Basin Inter-Agency Committee. Compound annual rates of growth are as follows:

1955 - 1960 = 3.5%
1960 - 1969 = 3.3%
1969 - 1984 = 2.7%

Summary:

While the two estimates of present potential traffic are close, the Highway Department's estimate of local and non-local future traffic based on increased vehicle use and population increases in the local area and in the Pacific Northwest (from the Columbia Basin Inter-Agency Committee), appears to be more reasonable for estimating revenue. The Coverdale and Colpitts estimate may be of use as a high estimate for design purposes. Figure I shows the trends of the two estimates.

DJ:mp

Form E-40x-6M

STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

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SHEET .... OF .... SHEETS

PROPOSED ASTORIA BRIDGE

ESTIMATED TRAFFIC & GROSS & NET REVENUES FOR
YEARS 1960-1985 INCLUSIVE, DATA BASED ON OREGON
HIGHWAY DEPARTMENT ESTIMATE OF TRAFFIC & COVERDALE
& COLPITTS ESTIMATE OF MAINTENANCE & OPERATION COSTS

STATE PRINTING ...

YEAR	TOTAL VOLUME	GROSS REVENUE $1.86 PER VEHICLE	MAINTENANCE & OPERATION	REVENUE AVAILABLE FOR DEBT SERVICE
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1962	395 000	734 700	167 000	567 700 ✓
1963	408 000	758 900	167 000	591 900 ✓
1964	421 000	783 100	227 000	556 100 ✓
1965	432 000	803 500	↓	576 500
1966	446 000	829 600		602 600
1967	460 000	855 600		628 600
1968	473 000	879 800		652 800
1969	487 000	905 800	↓	678 800
1970	501 000	931 900	232 000	699 900
1971	516 000	959 800	↓	727 800
1972	528 000	982 100		750 100
1973	544 000	1011 800		779 800
1974	560 000	1041 600		809 600
1975	575 000	1069 500		837 500
1976	591 000	1099 300		867 300
1977	605 000	1125 300		893 300
1978	622 000	1156 900		924 900
1979	638 000	1186 700	↓	954 700
1980	653 000	1214 600	237 000	977 600
1981	672 000	1249 900	↓	1012 900
1982	690 000	1283 400		1046 400
1983	704 000	1309 400		1072 400
1984	722 000	1342 900		1105 900
1985	741 000	1378 300	↓	1141 300

Form E-49x—5M

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STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

STATE PRINTING DEPT.

YEAR		TOTAL VOLUME		GROSS REVENUE @ $1.86 PER VEHICLE		MAINTENANCE & OPERATION		REVENUE AVAILABLE FOR DEBT SERVICE	
1986		761	000	1415	500	$ 237	000	$ 1178	500
1987		777	000	1445	200	↓		1208	200
1988		796	000	1480	600			1243	600
1989		816	000	1517	800	↓		1280	800
1990		836	000	1555	000	242	000	1313	000 ✓
1991		853	000	1586	600	↓		1344	600 ✓
1992		873	000	1623	800			1381	800 ✓
1993		894	000	1662	800			1420	800 ✓
1994		914	000	1700	000	↓		1458	000 ✓

TOTAL REVENUE AVAILABLE FOR DEBT SERVICE, BUT NOT INCLUDING INTEREST CHARGES, FOR FOLLOWING 30 YEAR PERIODS:

← BASED ON ABOVE →		COVERDALE & COLPITTS
30 YEAR PERIOD	AMOUNT	AMOUNT
1960-1989, INCL	$ 25,464,100	$ 33,328,400
1961-1990	26,240,900	34,450,900
1962-1991	27,025,100	35,584,800
1963-1992	27,839,200	36,743,900
1964-1993	28,668,100	37,912,000
1965-1994 ✓	29,570,100	39,147,700

4-11-54

A meeting of representatives of Pacific County, Washington, Port of Astoria, Oregon State Highway Commission and the Washington Toll Bridge Authority was held at the John Jacob Astor Hotel, Astoria, at 2:00 P. M. on Monday, April 11, 1954; their being present the following:

Wm. R. Manion	Commissioner	Port of Astoria
F. L. Wright	"	" "
J. D. Waterhouse	"	" "
Russell Fluhrer	"	" "
R. J. Bettendorf	Manager	" "
Paul Moore	Assistant Manager	" "
G. T. McClean	Engineer	" "
A. C. Fulton	Attorney	" "
C. C. Fulton	"	" "
M. E. Reynolds	"	" "
Carl R. Pettit	Commissioner	Pacific County, Wash.
O. W. Roessler	"	" "
Bob Kirkman	"	" "
I. W. Pouttu	County Engineer	" "
G. S. Paxson	Asst. Highway Engineer	Oregon State Highway Comm.
Carl Trexel		Tudor Engineering Co.
Paul Speer		A. C. Allyn Co.
J. R. Bowler		
Fred Andrus	Press	Astorian-Budget
Warren Groshong	"	" "
Jim O'Neil	"	Chinook Observer

Absent were representatives of the Washington Toll Bridge Authority.

The meeting was called to order by Wm. R. Manion, President of the Port of Astoria Commission. Mr. Manion welcomed the representatives to the meeting and introduced Mr. F. L. Wright to the group, advising them that Mr. Wright was Chairman of the Port of Astoria Bridge Study Committee.

Mr. Wright stated that the purpose of the meeting was to receive from the Tudor Engineering Co., the report on the feasibility study of a toll bridge across the Columbia River at Astoria. Mr. Wright introduced Mr. Carl Trexel of the Tudor Engineering Co. who presented the report to the group and explained the various phases of the engineering and traffic study.

Mr. Paul Speer, representing the A. C. Allyn Co., was introduced and proceeded to go through the report explaining each part of it. The report stated that the cost of construction of the bridge was estimated at $25,430,000.00. Mr. Speer stated that to this amount, about 5½ million would have to be added to cover bond interest and other expenses during the four years necessary to design and construct the bridge, making a total bonding requirement of approximately 31 million. He stated that the report showed that the bridge was economically sound. Estimated revenues over a period of thirty-five years would produce approximately 50 million dollars available for debt service and if the term was extended to 45 years, they would produce approximately 75 million dollars for debt service. However he pointed out that at this time, the project was not financially feasible as it would not be until about 1977 that the revenues would be sufficient to cover repayment of a bond issue of about 31 million dollars.

Mr. Speer was optimistic about the report and stated that he felt sure means could be found to assist in financing the project. He stated that his firm would submit a written financial report on the bridge study and that he would return in 60 to 90 days at which time he hoped to be able to present several programs to follow, one of which might produce the necessary financial aid.

There was considerable discussion concerning the possibility of having U. S. Highway 101 included under the Federal Interstate Highway System of President Eisenhower's proposed highway program.

Mr. Speer suggested that copies of the report be sent the Oregon and Washington Senators, District Representatives and the Governors of the two states.

The meeting adjourned at approximately 4:00 P. M.

RECEIVED
APR 19 1955
FOR FILING
F-003[illegible]1 (16)

Salem, Oregon
April 18, 1955

Mr. R. H. Baldock

I am returning correspondence relative to the "theoretical bridge" across the Columbia River at Astoria which would not make provision for navigation. At the meeting in Astoria April 11, the Port of Astoria asked what the provision for navigation in this structure would cost, and Admiral Trexel said that they would make an estimate.

You will note that, if it were possible to build a low-level bridge without provision for navigation, the costs would be reduced $7,380,000. It is, of course, not possible to disregard navigation, and this estimate is only of academic interest unless they have the thought in mind of asking the Federal Government to pay the additional cost due to navigation. They will undoubtedly be looking for any possible subsidy, and this might be one of the approaches which they will take.

G. S. Paxson

GSP:gm
Attach.

NOTED
G. S. PAXSON

TUDOR ENGINEERING COMPANY
74 New Montgomery Street
San Francisco 5, California

April 8, 1955

The Port of Astoria
Smith Point
Astoria
Oregon

Attention: Mr. Paul R. Moore, Assistant Manager

Gentlemen:

In accordance with your letter of March 11, 1955, we have prepared and are submitting, herewith, the estimated cost of a "theoretical bridge that could carry the traffic across the river without the spans necessary to meet navigation requirements".

All of the features and characteristics incorporated in the bridge as shown and estimated in our report of March 15, 1955 to meet navigational requirements have been removed. These are the high-level main channel crossing on the Astoria side for which low-level, shorter truss spans have been substituted, and the elimination of the lift span across the north channel on the Washington side for which a fixed truss span has been substituted.

The direct construction cost of this theoretical bridge is $16,650,000 as compared with $23,400,000 for the bridge as described in the report. The total estimated cost of the project, including right of way, engineering, administration, legal, and repayment of loans, is $18,050,000 as compared with $25,430,000.

The detailed costs are as shown on the attached sheet.

Very truly yours,

TUDOR ENGINEERING COMPANY

(Signed)

C. A. Trexel

CAT/dt
Att.

ASTORIA

ESTIMATED PROJECT COST

	High-Level	Low-Level
I DIRECT CONSTRUCTION COSTS:		
1. Bridge Substructure	$10,690,000	$ 6,930,000
2. Bridge Superstructure	10,250,000	8,040,000
3. Washington Approach	85,000	85,000
4. Oregon Approach	145,000	15,000
5. Toll House, Gates, etc.	35,000	35,000
6. Lighting and Electrical	70,000	30,000
7. Contingencies @ 10%	2,125,000	1,515,000
Total Construction Costs	$23,400,000	$16,650,000
II ADDITIONAL COSTS:		
1. Right of Way	225,000	100,000
2. Engineering, Administration, Legal, etc., @ 7.5%	1,755,000	1,250,000
3. Repayment of loans	50,000	50,000
Total Additional Costs	$2,030,000	$1,400,000
TOTAL PROJECT COST	$25,430,000	$18,050,000

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APR 27 1955
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[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 1570

April 12, 1955

Oregon State Highway Commission

Re: Columbia River Bridge
at Astoria

Gentlemen:

Under date of August 3, 1954, the Highway Commission entered into a four-party agreement with the Port of Astoria, Pacific County, Washington, and the Washington Toll Bridge Authority under which each agency was to contribute $12,500 toward the cost of the survey and report on a highway bridge across the Columbia River at Astoria. This report was presented by representatives of the Tudor Engineering Company and Coverdale and Colpitts, traffic engineers, at a meeting held at Astoria, April 11. Copies of this report were handed to you yesterday.

In general, the report is confined to estimates of costs and revenue, and no recommendation is made as to the feasibility of the project. The site selected by the engineers is immediately upstream from the Port dock at Astoria, crossing in a northwesterly direction to Port Ellice on the Washington shore. The bridge would have a total length of 16,200 feet and would be entirely of steel construction. It is planned to have a 24-foot roadway and two sidewalks.

The Tudor Engineering Company estimates that construction costs, including legal and right-of-way costs, will be $24,430,000. It is estimated that it would take a year to design the structure and three years to build it. Interest on the bonds plus other financing costs for this period of time were estimated by Mr. Speer, representing A. C. Allyn Company, to add approximately $6,500,000 to the cost, making the total bond issue requirements $31,000,000. No detail is given as to the estimated cost.

The estimate of maintenance and operation costs shows $227,000 per year initially, rising to $242,000 in 1990. This would average approximately $232,000 per year for maintenance and operation. In the estimated maintenance cost there is an item of $63,000 annually for painting a steel structure of 16,000 feet in length. Our experience would indicate that this figure is considerably lower than should be anticipated.

The traffic estimate for expected revenue has been made by Coverdale and Colpitts. They estimate that in 1960, which is the earliest date that

x

that the bridge could be completed, it would have a traffic of 413,800 vehicles per day. Our traffic on the ferries for 1954 was 134,000 vehicles. This shows an expectancy of 3.1 times the present ferry traffic. This is arrived at by traffic diverted from the Puget Island ferry, the Longview Bridge, and the Interstate Bridge at Vancouver and these figures increased by 50 per cent as traffic induced by the new facility. Coverdale and Colpitts is a reputable firm and in the past its traffic estimates have, in general, been quite conservative. This does, however, seem to be a very large traffic increase, and it might be pointed out that traffic in the last two years on the ferries has been declining steadily. In 1952 traffic was 151,000 vehicles; in 1953, 146,000; and in 1954, 134,000.

Revenue bonds can probably not be sold at a lower interest rate than 4 per cent. At this rate, interest on $31,000,000 would be $1,240,000. Adding maintenance and operation costs of $232,000, gives an annual cost of $1,472,000. The engineers' estimate of gross revenue shows that it will be 1970 before the annual revenue will equal this figure and before the bridge would be earning gross revenue enough to pay its costs. The estimated revenues are based on an average toll per vehicle, including passenger cars and trucks, of $1.86. The present average toll per vehicle on the ferries is $1.66.

Mr. Speer, who represents A. C. Allyn Co., investment bankers of New York City, was present at the conference and stated that on the basis of this report not more than $14,000,000 in revenue bonds could be justified. This leaves a deficiency of approximately $15,000,000. He made the statement that the project was economically sound but financially not feasible. We were not able to find out just what he meant by this statement. He further said that he was optimistic that some way could be found to put the project over and suggested that another meeting be held in approximately 60 days, at which time he would try to have suggestions to present.

It would appear from this report that the only way the project could be handled would be by subsidy from some outside source, and no suggestions were made as to any sources which would probably look with favor on such a proposition.

Within the near future we will make a further study of the report, particularlythe traffic estimates, and will be in a position to advise you when requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. G. S. Paxson

GSP:lg:fp

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APR 12 1955
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DAILY JOURNAL OF COMMERCE
April 5, 1955

Bridge Report Due at Astoria Monday Night

Astoria. — A feasibility report on the proposed Columbia river bridge at Astoria will be presented at a meeting of the Astoria port commission Monday night.

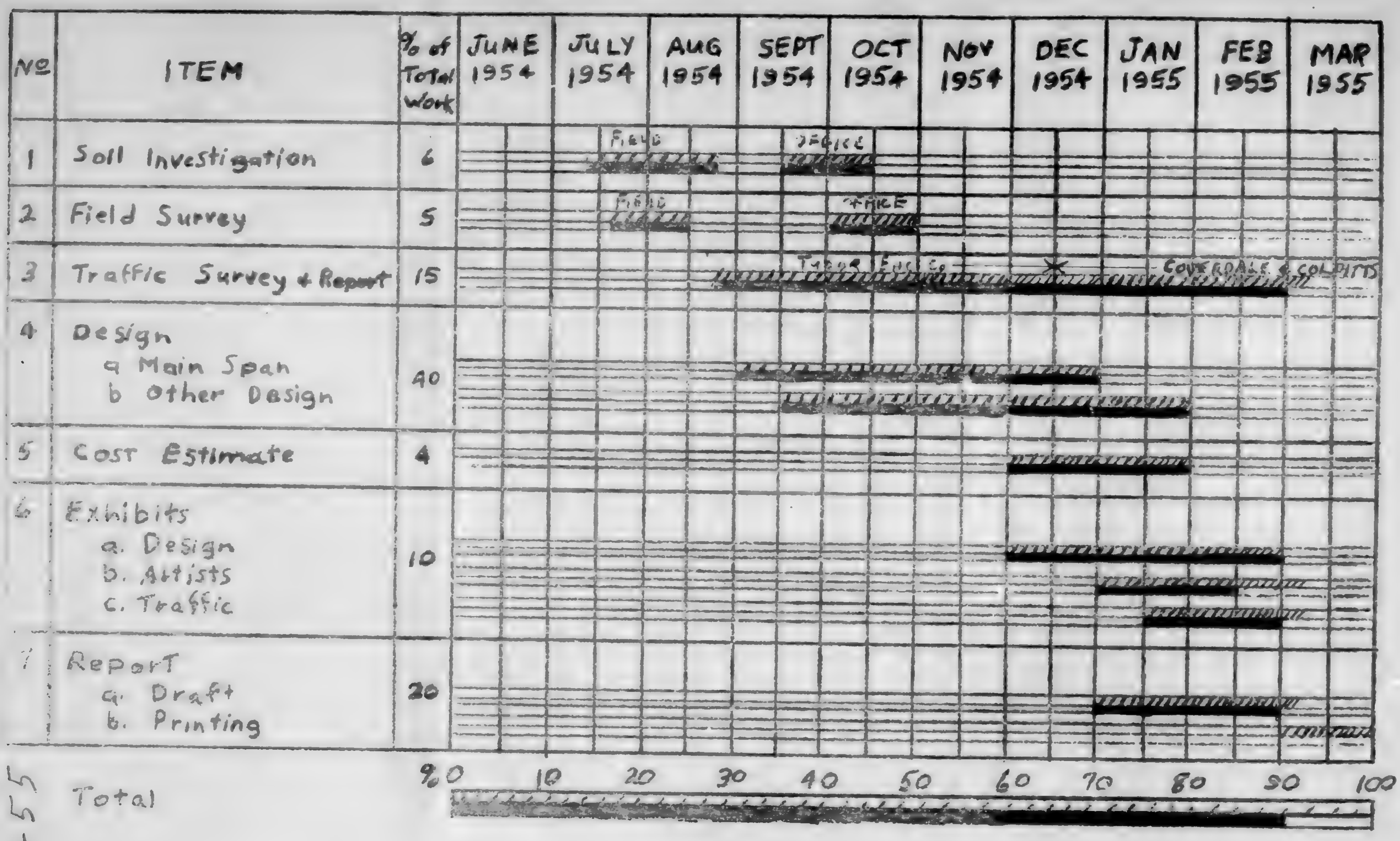
The report was prepared by Tudor Engineering Co. following 10 months of investigation. Adm. Carl A. Trexel, representative of the Tudor firm, is expected to attend the meeting along with Paul Speer, representative of A. C. Allyn-Bond Co., Chicago. The Allyn firm in 1953 indicated an interest in financing the bridge through purchase of bonds if the project is found feasible.

The Tudor report will include information on traffic possibilities and earth conditions as well as proposed bridge designs and cost estimates. Agencies on both sides of the river contributed funds to finance the survey.

The meeting is scheduled for 8 p.m. at the Clatsop county courthouse.

NOTED
State Highway Engineer

RECEIVED
APR 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER



3-1-55

LEGEND

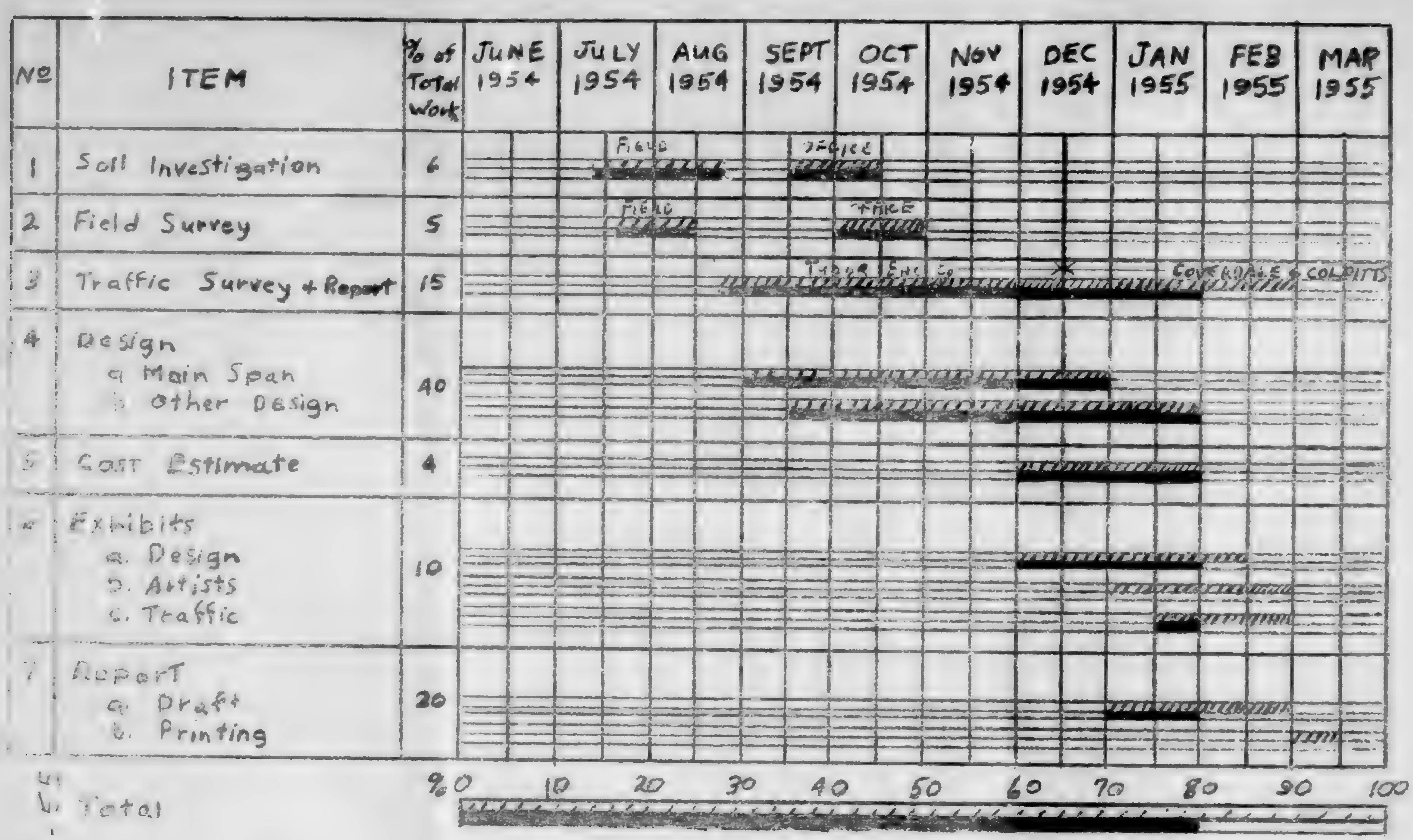
Scheduled ▨
Actual ■

TUDOR ENGINEERING CO.
74 New Montgomery St
San Francisco, Calif.

PROGRESS SCHEDULE

REPORT ON
PROPOSED ASTORIA BRIDGE

Status as of ~~Dec.~~ MAR. 1



LEGEND

Scheduled ▨

Actual ■

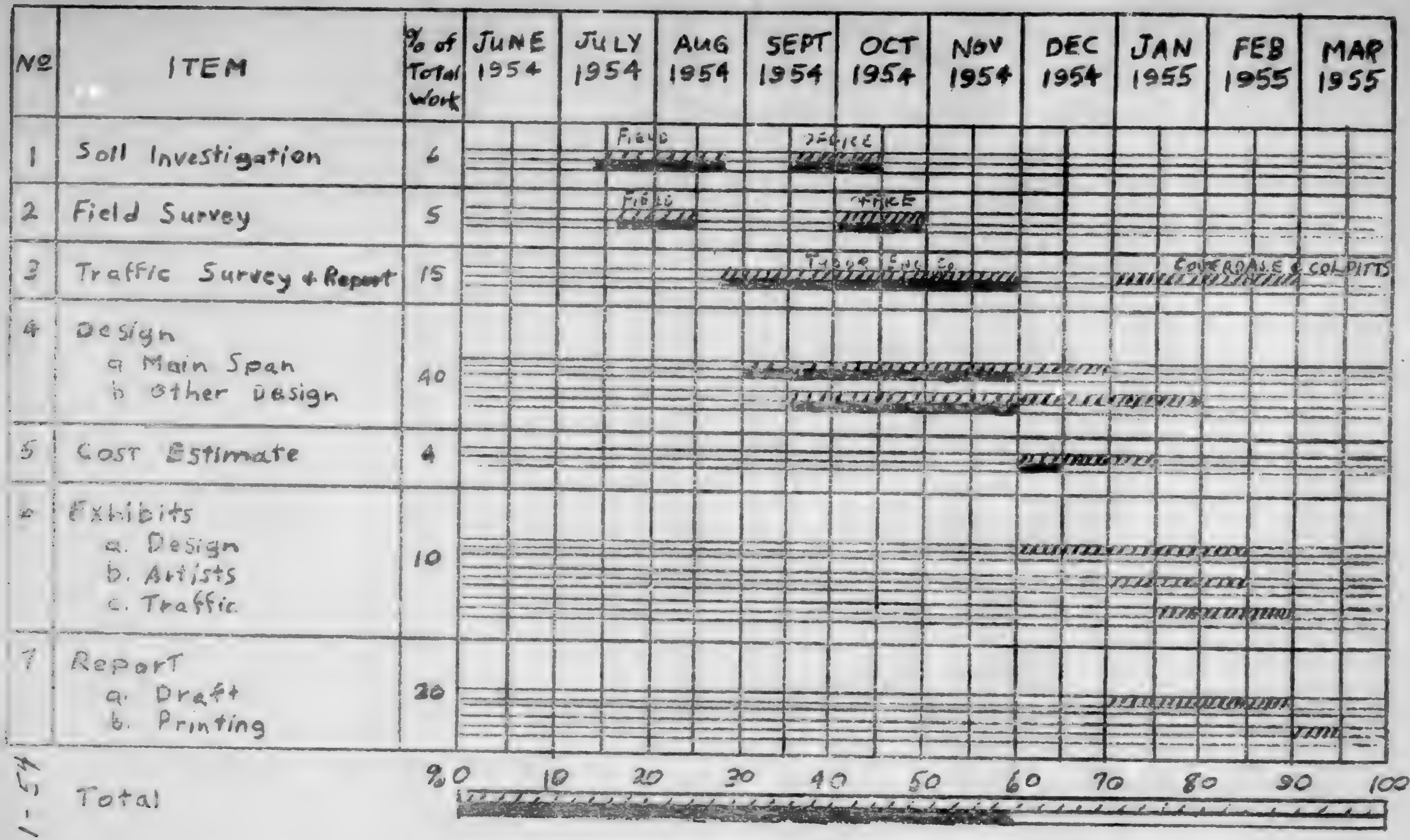
TUDOR ENGINEERING CO.
74 New Montgomery St
San Francisco, Calif.

PROGRESS SCHEDULE

REPORT ON
PROPOSED ASTORIA BRIDGE

Status as of ~~Dec.~~ FEB 1

12-1-54



Nº	ITEM	% of Total Work
1	Soil Investigation	6
2	Field Survey	5
3	Traffic Survey + Report	15
4	Design a Main Span b Other Design	40
5	Cost Estimate	4
6	Exhibits a. Design b. Artists c. Traffic	10
7	Report a. Draft b. Printing	20
	Total	

LEGEND

Scheduled ▨
Actual ■

Tudor Engineering Co.
74 New Montgomery St
San Francisco, Calif.

PROGRESS SCHEDULE

REPORT ON
PROPOSED ASTORIA BRIDGE

Status as of Dec. 1

Ralph A. Tudor
L. A. Helgesson
Carl A. Trexel
John B. Bubb

TUDOR ENGINEERING COMPANY
74 New Montgomery Street
San Francisco 5, Calif.

November 4, 1954

The Port of Astoria
Astoria, Oregon

Gentlemen:

The following is a report on the progress of the work on the feasibility study for the proposed Astoria Bridge:

1. Soil Investigations:

   All boring data has now been plotted.

2. Surveys:

   All field survey data has been plotted.

3. Traffic Surveys:

   Origin-destination studies, time-distance studies and growth factors are being tabulated preparatory to sending data to Cloverdale and Colpitts.

COPY

4. Design:

   Elements of superstructure and substructure are being designed preparatory to making quantity and cost estimates to determine most economical type of structure.

We are enclosing a statement for our services during the past month.

Very truly yours,

TUDOR ENGINEERING COMPANY

L. A. Helgesson

LAH/rm
cc: Fulton, Reynolds and Fulton

RECEIVED
DEC 28 1954
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AGENDA
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5d

November 3, 1954

Mr. Paul Rudd, President
Washington State Council of Carpenters
P. O. Box 1241
Tacoma, Washington

Dear Mr. Rudd:

This acknowledges your letter of November 2, 1954 transmitting a copy of Resolution No. 22 concerning construction of a bridge across the Columbia River at Astoria, Oregon, which was adopted by Washington State Council of Carpenters at its convention held in Bellingham, Washington, during May 13, 14, and 15, 1954.

I shall be pleased to bring the resolution to the attention of the members of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

M

RESOLUTION NO. 22

PERTAINING TO CONSTRUCTION OF BRIDGE ACROSS COLUMBIA RIVER AT ASTORIA, OREGON

WHEREAS, the residents of the counties in Southwestern Washington and the Northwestern counties of Oregon were led to believe that private capital was going to construct a bridge at Astoria, Oregon, and

WHEREAS, the Department of Federal Government denied further time for private sources to erect this bridge, and

THEREFORE, BE IT RESOLVED, that the Washington State Council of Carpenters in convention assembled at Bellingham, Washington, May 13, 14 and 15, 1954, go on record as proposing that a toll bridge be built between Washington and Oregon at Astoria, and

BE IT FURTHER RESOLVED, that the States of Washington and Oregon participate in the program with the U. S. Army Engineers and the Highway Department, and

BE IT FURTHER RESOLVED, that the President be instructed to request both the Washington and Oregon Highway Departments and the U. S. Army Engineers to participate in a joint program whereby this bridge may be built as soon as possible.

S/	J. N. OLIN	-	L. U.	#1715
	JOSEPH C. EGGER	-	do.	1342
	NELSON A. LOWE	-	"	470
	LAWRENCE R. KING	-	"	1699
	WALT HODGEN	-	"	2205
	L. E. BARTELS	-	"	98
	RALPH R. WOODY	-	"	1544
	O. E. WILLIAMS	-	"	317
	WALTER SPAID	-	"	1332
	CARL BEATY	-	"	2205
	J. W. SMALL	-	"	2205

Organization Committee recommends concurrence.

This Resolution concurred in by the Convention held in Bellingham May 13, 14, 15, 1954.

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FOR FILING

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RALPH A. TUDOR
L. A. HELGESSON
CARL A. TREXEL
JOHN B. BUBB

TUDOR ENGINEERING COMPANY
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA
TELEPHONE YUKON 2-4387

September 3, 1954

NOT
State Highway Engineer

Mr. R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

We wish to acknowledge the excellent cooperation which we have received from the Oregon State Highway Department in connection with our traffic survey for the proposed Astoria Bridge.

We have completed the field interviews on Highway 99, the Longview Bridge and the Astoria Ferry.

Floyd Simon has been extremely helpful in planning and arranging for the interviewing operations on the ferries as well as in making available to us detailed data on the ferry operation. We are most grateful for his assistance.

Also we greatly appreciate the cooperation of W. W. Stiffler, I. A. DeFrance, Frederick B. Crandall, and Robert C. Blensly in furnishing valuable traffic and revenue data.

Very truly yours,

TUDOR ENGINEERING COMPANY

H. H. LaVigne

H. H. LaVigne

HHL/rm

RECEIVED
SEP 7 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-120 5CM REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

6 Hex.

August 12, 1954

The Port of Astoria
Smith Point
Astoria, Oregon

Attention: Mr. R. J. Bettendorf

Gentlemen:

This will acknowledge receipt of your Invoice 92132, dated August 10, 1954, in the amount of $2,000, which is the first billing in connection with the Astoria Bridge survey. We are withholding payment on this bill until such time as we receive a completely executed copy of the agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

CAG/ds

cc C. H. Maison
C. A. Gardner
Floyd Query

Mr. Query:

Please advise us as soon as you receive a completely executed copy of the agreement so that we can start the bill along for payment.

C. A. Gardner

COMMISSIONERS
WM. R. MANION, PRESIDENT
RUSSELL FLUHRER, VICE-PRESIDENT
F. L. WRIGHT, SECRETARY
H. T. HACKER, TREASURER
J. D. WATERHOUSE

GENERAL MANAGER, JAMES R. BOWLER

The Port of Astoria

Smith Point, Astoria, Oregon

August 11, 1954

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

RE: ASTORIA-MEGLER TOLL BRIDGE

Dear Mr. Baldock:

Enclosed are five sets of the Proposed Procedure for the bridge feasibility study prepared for your and Mr. C. W. Enfield's signature. This program is identical to the one prepared by the Tudor Engineering Co. and submitted to you on July 13 for your approval except that all the items in the original proposal which have no bearing on the feasibility study have been omitted.

Kindly see that four sets are signed by Mr. Enfield and yourself and returned to us. The set marked "Copy" may be retained for your files.

Very truly yours,
PORT OF ASTORIA,

By ______________
Manager

RJB:wd
Encl.

RECEIVED
AUG 12 1954
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

PROPOSED PROCEDURE FOR ASTORIA TOLL BRIDGE FEASIBILITY STUDY

Submitted herewith is a suggested program policy and plan of procedure for the proposed study. A plan of procedure is required in accordance with the terms of the quadripartite agreement where in the work and duties of the Port of Astoria as the supervising agency and representative of the four signatories are outlined.

This plan of procedure is arranged into seven groups or types of items:

Item 1 - Surveys

Item 11 - Traffic Survey

Item 111 - SiteStudy

Item 1V - Bridge Design

Item V - Estimates

Item V1 - Legal

Item V11 - Financing

SUGGESTED PROCEDURE

PROPOSED ASTORIA BRIDGE

Item

1 SURVEYS:

a. Compile and review existing data relating to the proposed bridge.

b. From available maps select and lay out a paper location.

c. Make location survey and center line profile.

d. If required, take new topography along this selected line.

e. Sound and profile river crossing.

f. Explore foundations:

(1) Check U.S.E.D. information
(2) Drill approaches, borrow pits, etc., as needed.

11 TRAFFIC SURVEY

a. Obtain all past and current traffic records from operators of the Astoria-Megler ferry and Puget Island ferry.

b. Estimate ferry operating results if the ferry is acquired by the Port.

c. Review ferry data, data on upstream crossings, and the 1938 origin and destination traffic survey.

d. Make new origin and destination survey and report including estimates of revenues.

111 SITE STUDY

a. Lay out bridge and approaches for selected site. A reasonable type of structure should be selected for this study, but not necessarily the final type. Show grades, spans, roadway widths, and typical sections.

b. Review 1938 Army Engineer hearings on proposed bridge.

c. Consult with U. S. Army Engineers regarding navigation requirements.

1V BRIDGE DESIGN

a. Study economics and architectural features of all likely bridge types for selected site.

b. Select type and principal dimensions of main span crossing.

c. Make similar studies for approach structures, highway connection, and other items.

d. Obtain permit for construction fromU. S. Army Engineers.

V ESTIMATES

a. Estimate cost of bridge structure.

b. Estimate cost of approaches.

c. Estimate cost of maintenance and operation.

V1 LEGAL

a. Assist in preparing and executing an agreement between sponsoring parties.

V11 FINANCING

a. Obtain assurances of first $50,000.

b. Estimate additional funds required before sale of bonds.

c. Explore possible sources of above funds including acquisition of ferry.

WE, the undersigned representatives of the four signatories to the quadripartite agreement approve the above program and plan of procedure.

Dated this _____ day of ____________________ 1954.

FOR THE STATE OF OREGON,
STATE HIGHWAY COMMISSION.

R. H. Baldock, State Highway Engineer

C. W. Enfield, Chief Counsel

FOR THE PORT OF ASTORIA

R. J. Bettendorf, General Manager

A. C. Fulton, Attorney

Wm. R. Manion, Commissioner

FOR PACIFIC COUNTY, WASHINGTON

O. W. Roessler, Chairman
Board of County Commissioners

I. W. Pouttu

FOR THE WASHINGTON TOLL BRIDGE AUTHORITY

W. A. Bugge, Director of Highways
Washington State Highway Commission

Attorney
Washington Toll Bridge Authority

Aug. 9. 1954 Ore. Wash. Hwy Dept & Wash. Toll Bridg Author.

8-9-54

bonds in the name of and as the sole obligation of the Washington Toll Bridge Authority.

5. From and after the date upon which the proposed new bridge is completed and opened to traffic and toll charges are imposed for the use of said proposed new bridge and the existing interstate bridge, the Authority shall have complete responsibility for the operation of both of said bridges, including the collection of toll charges, and the employment of any and all personnel required for efficient and economical operation. Such responsibility for the operation of said bridges shall continue until such time as all bonds and interest thereon issued for the construction of the said new bridge shall have been paid. Responsibility for operation of said bridges shall not be deemed to include responsibility for maintenance and repair, provision for which is made elsewhere in this agreement.

6. The Authority shall collect all toll charges imposed for the use of both of said bridges and shall disburse revenues so derived for the redemption of outstanding bonds and for the payment of interest on such bonds and as otherwise provided under the terms and conditions of the sale of such bonds. Any remaining funds derived from said tolls may be allocated and used for such other purposes incidental to the construction of the proposed new bridge and the operation and maintenance of both of said bridges as the Authority deems appropriate and necessary; provided, however, that the maximum possible amount of revenue derived from toll charges shall be used for the redemption of outstanding bonds so that all bonds may be retired and said bridges operated free of tolls at the earliest possible date.

7. All funds derived from the sale of bonds and the collection of tolls

ASTORIAN BUDGET

July 29, 1954

Ferry Congestion Due To Extra Repair Needs

The recent pileup of southbound cars at Megler on a Sunday afternoon was due to a series of regrettable, but unavoidable incidents, R. H. Baldock, Oregon state highway engineer, explained in Astoria Wednesday.

The highway commission, which recently came under attack from numerous individuals and groups for not running all three trans-Columbia ferries during a heavy influx of southbound traffic, was unable to get the small, Tourist No. 2 into service earlier, Baldock explained.

Each of the three ferries is drydocked prior to the tourist season to undergo repairs, the engineers explained. While each of the larger vessels is undergoing drydocking, it is necessary to hold the small ferry at "stand by" in the event that the remaining large ferry sustains a breakdown or traffic requires adding it to service, he said.

Baldock said that the M. R. Chessman and the Tourist No. 3 both sustained propeller and rudder damage which required further drydocking of the large vessels.

While these were each drydocked an additional time during the winter it was necessary to hold up repairs on the small boat, he said. Then, when workmen were able to begin repairs on the 32-year-old Tourist No. 2, he said, they found conditions far worse than anticipated. It was necessary to undergo a complete inspection of the vessel and replace rotten portions of the upper deck and hull before returning the ferry to service, Baldock said.

Baldock pointed out that the regular drydocking of the three vessels is in conformity with U. S. coast guard regulations and best standards of safety.

He said the Sunday delay might not have occurred, even with two ferries in service, had it not been for a clam tide which attracted numerous Oregonians to the north shore during the weekend. On the northern trip, he pointed out, people spend a day and a half going, while, returning home, they all attempt to make the return trip during Sunday afternoon Normally, he said, three ferries in service will handle most situations of this nature.

The chances are very slim that a similar series of incidents will bring about a future delay of southbound traffic, Baldock declared.

File

FORM 230—50M—4-54—74336

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1954

SUBJECT: Tudor Engineering Company
Astoria Bridge Survey
Assignment RHB 6106

To: R. H. Baldock 6106
State Highway Engineer
Office

I have correspondence and your assignment on the above indicated with instructions "return with rough draft of reply."

As I see it, the letter and enclosures from Mr. LaVigne are in the nature of confirm of arrangements which have been discussed and explored first hand with the personnel of our Department, and my own thought would be that no acknowledgment is necessary. You will note with respect to the schedules attached that copies have been provided for Messrs. Stiffler, DeFrance, and myself, and I would suggest that these copies be routed to the persons indicated for their information and file.

F. B. Crandall
F. B. Crandall
Traffic Engineer

FBC:as
Attachment

RALPH A. TUDOR
L. A. HELGESSON
CARL A. TREXEL
JOHN B. BUBB

TUDOR ENGINEERING COMPANY
74 NEW MONTGOMERY STREET
SAN FRANCISCO 5, CALIFORNIA
TELEPHONE YUKON 2-4387

July 26, 1954

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Subject: Studies for Proposed Astoria Bridge

Dear Sir:

As a part of our study to determine the traffic potential for the proposed Astoria bridge, we plan to conduct an origin - destination traffic survey starting Thursday, August 19, 1954 and running through Monday, August 23, 1954. We plan to interview traffic at three locations during this period. Two of the locations are in Washington: Longview Bridge and Highway 99 south of Kelso. The third station is the Astoria - Megler ferry, and the enclosed outline shows the proposed plan for operating this station.

We acknowledge and express our appreciation for the excellent cooperation which we have received from members of your staff in furnishing us information and in assisting in the preparation of the plans for the O & D traffic survey. We hope that the proposed arrangements meet with your approval, and we shall welcome any comments which you might care to make in connection with this or other phases of the study.

Very truly yours,

TUDOR ENGINEERING COMPANY

H. H. LaVigne dt

H. H. LaVigne

HHLa/dt
Encl.

REFERRED TO
Crandall
By State Highway Engineer

Please
prepare
answer

RECEIVED
JUL 27 195
TRAFFIC ENGINEER

ORIGIN & DESTINATION STUDY
FOR
PROPOSED
ASTORIA BRIDGE

Station: Astoria - Megler Ferry

Location: Interviews will take place on ferry boats

Dates: Thursday, Aug. 19, 1954 through Monday, Aug. 23, 1954

Expected traffic 800 veh/day x 5 days = 4,000

Schedule: Start Aug. 19, 1954 6:00 a.m.

Motorship M. R. Chessman

				Personnel
Shift I	6:00 a.m.	to	2:00 p.m.	2 interviewers
Shift II	1:30 p.m.	to	9:30 pm	2 "

Motorship Tourist No. 3

Shift I	8:15 a.m.	to	4:15 p.m.	2 interviewers
Shift II	3:45 p.m.	to	11:45 p.m.	2 "

Motorship Tourist No. 2, office work, time-of-delay studies

Shift I	7:00 a.m.	to	3:00 p.m.	1 person
Shift II	10:00 a.m.	to	6:00 p.m.	2 "
Shift III	3:00 p.m.	to	11:00 p.m.	1 "

Personnel:

Interviewers will be employed from lists of applicants compiled by the Manager of The Port of Astoria. An interview period and orientation meeting will be scheduled for the afternoon of Aug. 16 at the offices of The Port of Astoria. A total of 12 people will be employed and will perform in the following capacities:

1) Interview all motorists and pedestrian passengers on the ferries for each trip during the survey period.

2) Conduct time-of-delay studies at both the Megler, Wash. and Astoria, Ore. ferry terminals.

3) Compile statistical data from the records of the ferry manager at the Astoria office.

RECEIVED
JUL 21 1954
FOR FILING

July 19, 1954

Mr. R. J. Bettendorf, Manager
The Port of Astoria
Smith Point
Astoria, Oregon

Dear Sir:

I have reviewed the proposed program and plan of procedure for the feasibility study of a toll bridge across the Columbia River at Astoria, as drawn up by the Tudor Engineering Company.

Basically there are only two major items to be determined, these items being (1) the estimated cost of the bridge with all necessary related facilities and (2) the amount of revenue that would accrue to amortize the bonds.

To determine these two items, the plan of the Tudor Engineering Company will require the following things:

Under Group I - Surveys: All items necessary in the preliminary study except Items f, h, i, and j.

Under Group II - Traffic Survey: All four items required.

Under Group III - Site Study: All three items required.

Under Group IV - Bridge Design: Items a, b, and c required.

Under Group V - Estimates: All three items required.

Under Group VI - Bridge Construction: Nothing required in initial study.

Under Group VII - Legal: Item a required, which has already been done.

Under Group VIII - Financing: Items a, b, and c required. Item a has been accomplished.

It is believed that careful analysis of the above listed items will render sufficient data to enable preparation of a feasibility report.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:mo er

cc Mr. W. C. Williams

PROPOSED PROCEDURE FOR ASTORIA TOLL BRIDGE FEASIBILITY STUDY

Submitted herewith is a suggested program policy and plan of procedure for the proposed study. A plan of procedure will be required in accordance with the terms of the quadripartite agreement where in the work and duties of the Port of Astoria as the supervising agency and representative of the four signatories are outlined.

This plan of procedure is arranged into eight groups or types of items:

Item 1 - Surveys

Item 11 - Traffic Survey

Item 111 - Site Study

Item 1V - Bridge Design

Item V - Estimates

Item V1 - Bridge Construction

Item V11 - Legal

Item V111 - Financing

It is further arranged into three steps or classes:

1 Those which should be accomplished first and financed from the first available prefinancing funds ($50,000).

11 Additional items which must be accomplished before revenue bonds can be delivered.

111 Items to be paid from the proceeds of revenue bonds.

Certain items as will be noted must be included in more than one step or class. For example, borings and a traffic and revenue study will be required inconnection with the feasibility study under Class 1. Additional borings will be required in connection with the bridge design and contract plans, and a supplementary traffic and revenue study will also be required just before bids are taken for the bridge and the revenue bonds are issued, both under Class 11.

SUGGESTED PROCEDURE

PROPOSED ASTORIA BRIDGE

Item		Class		
		1	2	3
1	**SURVEYS:**			
	a. Compile and review existing data relating to the proposed bridge.	X		
	b. From available maps select and lay out a paper location.	X		
	c. Make location survey and center line profile.	X		
	d. If required, take new topography along this selected line.	X		
	e. Sound and profile river crossing.	X		
	f. Triangulate river crossing at selected site.		X	
	g. Explore foundations:			
	(1) Check U.S.E.D. information.	X		
	(2) Drill selected pier sites in water and ashore.	X	X	
	(3) Drill approaches, borrow pits, etc., as needed.	X	X	
	h. Cross-section along selected center line.		X	
	i. Stake center line, slopes, right-of-way, and all necessary property surveys, including monumenting.			X
	j. Make construction surveys.			X
11	**TRAFFIC SURVEY**			
	a. Obtain all past and current traffic records from operators of the Astoria-Megler ferry and Puget Island ferry.	X		
	b. Estimate ferry operating results if the ferry is acquired by the Port.	X		
	c. Review ferry data, data on upstream crossings, and the 1938 origin and destination traffic survey.	X		
	d. Make new origin and destination survey and report including estimates of revenues.	X	X	

Item		Class		
		1	2	3
111	SITE STUDY			
a.	Lay out bridge and approaches for selected site. A reasonable type of structure should be selected for this study, but not necessarily the final type. Show grades, spans, roadway widths, and typical sections.	X		
b.	Review 1938 Army Engineer hearings on proposed bridge.	X		
c.	Consult with U. S. Army Engineers regarding navigation requirements.	X		
1V	BRIDGE DESIGN			
a.	Study economics and architectural features of all likely bridge types for selected site.	X	X	
b.	Select type and principal dimensions of main span crossing.	X	X	
c.	Make similar studies for approach structures, highway connection, and other items.	X	X	
d.	Complete all contract plans and specifications.		X	
e.	Obtain approval of Highway Departments of Oregon and Washington of bridge design.		X	
f.	Obtain approval of navigation and obstruction lighting from the Coast Guard and Civil Aeronautics Authority.		X	
g.	Obtain permit for construction from U. S. Army Engineers.	X		
V	ESTIMATES			
a.	Estimate cost of bridge structure.	X	X	
b.	Estimate cost of approaches.	X	X	
c.	Estimate cost of maintenance and operation.	X	X	

Item	Class 1	Class 2	3
VI BRIDGE CONSTRUCTION			
a. Obtain right-of-way options		X	
b. Advertise principal contracts.		X	
c. Receive and analyze bids.		X	
d. Assist in awarding contracts.			X
e. Supervise construction in field.			X
f. Inspect materials.			X
g. Check contractors detail drawings and erection plans.			X
h. Make progress estimates and payments.			X
VII LEGAL			
a. Assist in preparing and executing an agreement between sponsoring parties.	X		
b. Determine legal provisions of all engineering, construction, and other contracts.		X	X
VIII FINANCING			
a. Obtain assurances of first $50,000.	X		
b. Estimate additional funds required before sale of bonds.	X		
c. Explore possible sources of above funds including acquisition of ferry.	X		
d. Pass final bond resolution.		X	
e. Reimburse signatories of quadripartite agreement for funds advanced.	X or	X	
f. Deliver bonds and deposit proceeds.	X	X	

TUDOR ENGINEERING COMPANY

By____________________
C. A. Trexel

RECEIVED

FOR FILING

5-½

June 30, 1954

Mr. Ivor R. Jones, Executive Secretary
Oregon State Council
United Brotherhood of Carpenters and Joiners of America
Labor Temple
Salem, Oregon

Dear Mr. Jones:

On May 25, 1954, my assistant, Mr. Floyd Query acknowledged your letter of May 20 transmitting a copy of each of two resolutions that were adopted at a recent convention of the Oregon State Council of Carpenters, one of which resolutions concerned the minimum wage scale now contained in the Highway Department specifications and the other endorsed the proposal for construction of a bridge across the Columbia River at Astoria.

The resolutions were brought to the attention of the members of the State Highway Commission at their meeting on June 23, 1954. Concerning the resolution which has to do with the minimum rate of pay for labor employed on highway work, you will be pleased to know that the Commission, on recommendation of the State Highway Engineer, revised the minimum rates as follows: unskilled labor--$1.75, Intermediate grade labor--$2.00, and skilled labor--$2.25 per hour.

Concerning the other resolution, I can state that the Highway Commission has gone on record in favor of a preliminary survey to assemble information concerning the proposed bridge across the Columbia River at the Astoria location and has agreed to contribute $12,500 of state highway funds to assist in financing such a survey, provided like sums are also contributed by the State of Washington, Pacific County in the State of Washington, and the Port of Astoria, Oregon. It is estimated that the survey will cost about $50,000.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

RECEIVED
FOR FILING

June 15, 1954

Oregon State Highway Commission

Gentlemen:

At the recent convention of the Oregon State Council of Carpenters a resolution was adopted opposing the minimum rate of $1.00 per hour for unskilled labor, $1.15 to $1.30 for intermediate labor, and $1.40 for skilled labor, as listed in our specifications on federal-aid projects. These rates were established by the Highway Commission at a meeting held in June, 1946.

There is no question but what these rates now are entirely out of order and should be revised. I recommend, therefore, that minimum rates be prescribed as follows:

Unskilled labor	$1.75 per hour
Intermediate grade labor	2.00 per hour
Skilled labor	2.25 per hour

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson

WCW:me fp

RESOLUTION XX

WHEREAS, the Oregon State Highway Commission and other state agencies include in the specifications that the contractor be required to hire his men thru the Oregon State Employment office, and

WHEREAS, the specifications set up minimum wage rates beginning at $1.00 per hour and ranging upward to $1.50 per hour for skilled labor, and

WHEREAS, there is a possibility that an unscrupulous employer could take advantage of these specifications, and

WHEREAS, these specifications are degrading to the efforts of labor organizations and fair employers therefore, be it

RESOLVED, that the Oregon State Council of Carpenters go on record as being opposed to specifications currently appearing in state work contracts, at rates lower than those provided in area bargaining agreements, and use every means at our disposal to have them stricken from state work contracts as soon as possible, and

RESOLVED, that copies of this resolution be forwarded to the Oregon State Building and Construction Trades Council and the Oregon State Federation of Labor requesting that they concur with this resolution and take action, also copies be sent to the various state agencies requesting these specifications be eliminated from state work contracts.

RESOLUTION XVI

WHEREAS, the residents of the counties of Southwestern Washington and the Northwestern counties of Oregon were led to believe that private capital was going to construct a bridge at Astoria, Oregon, and

WHEREAS, the Department of Federal Govt. denied further time for private sources to erect this bridge, therefore, be it

RESOLVED, that the Oregon State Council of Carpenters in convention assembled go on record as proposing that a toll bridge be built between Washington and Oregon at Astoria, and be it further

RESOLVED, that the states of Oregon and Washington participate in the program with the U. S. Army Engineers and the highway departments, and be it further

RESOLVED, that the Secretary be instructed to request both the Washington and Oregon highway departments and the U. S. Army Engineers to participate in a joint program whereby this bridge may be built as soon as possible.

RECEIVED
JUN 10 1954
FOR FILING

Salem, Oregon
June 9, 1954

Mr. R. H. Baldock

You will note that the attached letter dated June 1 from Fulton, Reynolds & Fulton, of Astoria, requests that we expedite the entering into of an agreement relative to the Astoria bridge survey.

The agreement formerly submitted, which is attached hereto, seems to me to be in order, with a few minor exceptions. As pointed out by Mr. Enfield and Mr. Paxson, there is some ambiguity in the manner of making payments. I think the matter of payments is fully set forth in paragraph 10 on pages 5 and 6 of the agreement, but I do believe the wording in paragraph 2, page 2, should be revised so as to eliminate the following wording "....which sum shall be subject to draft or check...." and substitute therefor "....which sum shall be available for the payment of costs incident to the accomplishment of the work covered by this agreement."

Some question has been made as to the wording in the next to the last sentence of paragraph 6, page 4, which reading is as follows: "....together with such other information, legal and engineering, as will be helpful when the parties to the agreement consider the advisability and feasibility of constructing and operating a toll bridge at said site." Mr. Paxson has suggested the elimination of "....when the parties to the agreement....". I personally see nothing wrong with the wording as contained in the draft.

Also, it will be necessary to determine whom Oregon will appoint to be vested with the authority and charged with the responsibility of carrying out the purpose of this agreement as per paragraph 3, page 3. It would seem to me that these persons should consist of you, as State Highway Engineer, and Mr. Enfield, as Chief Counsel. It would be my suggestion that the Port of Astoria be advised of suggested revisions, so that the final draft of the agreement may be prepared. We probably should have the Highway Commission confirm the Oregon representative at its forthcoming meeting.

W. C. Williams

WCW:mm
cc Mr. W. W. Stiffler
Mr. G. S. Paxson
Mr. C. W. Enfield

FULTON, REYNOLDS & FULTON
ATTORNEYS AT LAW
SPEXARTH BUILDING
ASTORIA, OREGON

A. C. FULTON
M. E. REYNOLDS
G. C. FULTON

June 1, 1954

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There was recently submitted to you one of the four contracts, which briefly in effect provided for the payment of $12,500.00 each by Clatsop County, Oregon, Pacific County, Washington, Oregon State Highway Commission, and the Washington Toll Bridge Authority.

We are quite anxious to start the feasibility investigation, and if for any reason there is anything in the contract with which you are not satisfied, we would be very pleased if you would make this matter known to us so that we can immediately enter upon complying with your objections.

Very truly yours,

FULTON, REYNOLDS & FULTON,

By A C Fulton
A. C. Fulton

ACF S

RECEIVED
JUN 3 1954
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Const
[illegible]
Interstate
Astoria

Salem, Oregon
June 17, 1954

SUBJECT: Re: Proposed Form of Agreement for Study of Feasibility of Constructing a Bridge between Astoria and Megler.

To: Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Mr. Baldock:

I have carefully reviewed the proposed form of contract submitted by Mr. Reynolds of the law firm of Fulton, Reynolds and Fulton, Astoria, Oregon, Attorneys for the Port of Astoria, and in connection therewith I have given consideration to the suggestions contained in Mr. Paxson's letter to Mr. Williams of May 4, 1954, and Mr. Williams' letter to you of June 9, 1954.

As a result of these suggestions and my study of the proposed form of agreement, the following changes have been made in the proposed form of contract:

1. Pages 2 and 3, paragraph 2, I have deleted the words "which sum shall be subject to draft or check in", and have substituted in lieu thereof the words, "which sum shall be available for the."

2. Page 3, paragraph 3, in the blank spaces provided in the proposed form of contract with respect to the State of Oregon, I have inserted that the State of Oregon hereby designates and appoints, "R. H. Baldock, State Highway Engineer, and C. W. Enfield, Chief Counsel for the State Highway Commission," as its representatives.

3. Page 4, paragraph 6, line 10, following the word "possible", and before the word "the", I have deleted the word "for" and inserted in lieu thereof the word "of".

4. Page 4, paragraph 6, line 13, I have deleted the words "shall be erected" and have substituted in lieu thereof the words "should be constructed."

5. On page 6, on the 2nd line of the "IN WITNESS WHEREOF", after the word "seals" and before the word "the", I have inserted the words "as of."

Mr. R. H. Baldock
June 17, 1954
Page 2

Other than the above mentioned changes or additions, no changes have been made in the proposed form of agreement as submitted by Mr. Reynolds. We have prepared a new draft of the proposed form of agreement embodying the above changes and additions, and enclosed herewith for your information and use are 15 copies of this revised form of proposed agreement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - R. L. May, Jr.
W. C. Williams
G. S. Paxson
H. B. Glaisyer
Enc.

FORM E-90 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1954

SUBJECT: PROPOSED FORM OF AGREEMENT

To:

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

Subsequent to the April meeting of the Highway Commission, the law firm of Fulton and Reynolds, Astoria, Oregon forwarded to this office a copy of the proposed form of agreement to be entered into between the State of Oregon, acting by and through its State Highway Commission, the Port of Astoria, the State of Washington, acting by and through its Toll Bridge Authority, and Pacific County concerning the making of a study with respect to the feasibility of constructing an interstate bridge between Astoria, Oregon and Megler, Washington if all four parties are agreeable to entering into such a contract.

At the time of Mr. Reynolds appearance before the Commission, he was under the impression that a copy of this form of agreement had been delivered to this office. However, upon being advised that we had not been provided with a copy of the agreement, he made available the proposed form of agreement a copy of which is enclosed herewith for your information.

If the Highway Commission should enter into such an agreement, the enclosed form should, at the time, be carefully reviewed to insure that the agreement is complete in all details and contains no objectionable matter. However, in making a cursory review of the form of agreement, it appears that there may be some ambiguity or conflict between Paragraph 2 on Pages 2 and 3 of the agreement and Paragraph 10 on Pages 5 and 6 of the agreement with respect to the making available of funds for carrying on of the engineering study and the manner of making payments therefore.

At such time as the Commission is ready to enter into such an agreement, we will be glad to go into the details of this proposed form of agreement and incorporate therein any additional matters that you may suggest.

RECEIVED
APR 28 1954
OFFICE OF
STATE HIGHWAY ENGINEER

Yours very truly,

CW Enfield

C. W. ENFIELD
Chief Counsel

CWE:el
cc- W. C. Williams
G. S. Paxson
H. B. Glaisyer

FORM E-50 25M 9-51 82819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1954

SUBJECT:

To: Mr. W. C. Williams

I am returning herewith the draft of the agreement covering the proposed toll bridge at Astoria. In looking this over, I concur with Mr. Enfield's comment as to the conflict in payment. Perhaps this could be adjusted by cancelling out the clause in the last line of page 2, " * * , which sum shall be subject to draft or check" and make this part of the sentence read, " * * , which sum will be made available for the payment of costs incident to the accomplishment of the work covered by this agreement."

On paragraph 4 on page 3, I would suggest the addition of the following: "In accepting this supervisory authority the Port of Astoria agrees to consult with each of the parties to this agreement and to keep said parties fully advised of any deviation from the program policy and plan of procedure hereinafter set forth."

In paragraph 6 on page 4, starting at the sixth line from the bottom, the wording would seem, by inference at least, to commit the parties to a consideration of the advisability of constructing and operating a toll bridge. It is my understanding that all we were doing was putting up one fourth of the money for an engineer's study, and I would suggest, starting at the comma in the sixth line from the bottom of page 4, the following wording: " * * , as will be helpful in considering the advisability and feasibility of constructing and operating a toll bridge at said site."

Other than the above, I do not find anything out of line in the agreement, and the comments I have made are perhaps not too serious.

GSPaxson

G. S. Paxson

RECEIVED

GSP:gm
Encl.

NOTED
W. W. STIFFLER

R H B [illegible]

[illegible]
FOR FILING

Const
Bridges
Interstate
Astoria

WASHINGTON
STATE HIGHWAY COMMISSION
Transportation Building
Olympia

June 3, 1954

Board of County Commissioners
County of Pacific
South Bend, Washington

Attention: Mr. O. W. Roessler

Re: Astoria, Oregon-Megler, Washington
Columbia River Bridge

Gentlemen:

Please be advised that the Washington Toll Bridge Authority at its meeting held in Olympia on May 27, 1954, authorized the Director of Highways to enter into a four-party agreement with Pacific County, the Oregon State Highway Commission, and the Port of Astoria for the purpose of participating in the preliminary design and studies to determine the feasibility of a bridge across the Columbia River between Astoria, Oregon and Megler, Washington. The Washington Toll Bridge Authority also made available the sum of $12,500.00 or so much thereof as might be necessary for its share of monies.

In view of the foregoing, you are hereby authorized to draft and prepare the necessary four-party agreement and forward to this office for execution. It is my suggestion that the agreement be executed by the other agencies before submission to this department for signature.

COPY

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:hm

cc: Port of Astoria
Attention: J. R. Bowler
Oregon State Highway Commission
Attention: Ben R. Chandler

NOTED
State Highway Engineer

[illegible]

EXCERPT FROM MINUTES OF STATE HIGHWAY COMMISSION MEETING HELD ON APRIL 1 AND 2, 1954

A delegation from Astoria and vicinity, headed by Mr. M. E. Reynolds, Attorney for the Port of Astoria, appeared before the Commission in the interest of a toll bridge across the Columbia River near Astoria, connecting the states of Oregon and Washington. Mr. Reynolds introduced the following members of the group: Messrs. E. L. Baldwin, City Manager, Warrenton; J. R. Bowler, Manager, Port of Astoria Commission; Eric Hauke, Acting Mayor of the City of Astoria; Lester U. Raw, Mayor of Seaside; Wm. Manion, Seaside, Vice President of the Port of Astoria Commission; and Hon. Joe Dyer, State Representative, Astoria. Mr. Reynolds explained that their purpose in coming to the State Highway Commission at this time is to request financial assistance in obtaining a feasibility report with respect to a proposal for a toll bridge across the Columbia River at some point in the vicinity of Astoria. He mentioned similar assistance given Wasco County and Umatilla County in the financing of engineering studies with respect to construction of bridges across the Columbia River at The Dalles and at Umatilla, and he advised that their plan today is similar to those projects, except that the engineering studies will require more money. He estimated that the preliminary investigation will cost about $50,000, of which, he said, $40,000 represents the expense of traffic studies and $10,000 the cost of engineering. It is proposed, he said, to finance the preliminary work through four agencies--Port of Astoria, Pacific County, Washington, Washington State Toll Bridge Authority, and the State of Oregon through its State Highway Commission, each of whom are being asked to contribute $12,500 to defray the initial expense. Mr. Reynolds also mentioned that Pacific County, Washington, has definitely agreed to contribute its proportionate share of the expense, as has also the Port of Astoria, and that they are now asking the Oregon State Highway Commission for an expression of its willingness to cooperate on a like basis. Then they are going to ask the Washington Toll Bridge Authority for a like contribution. He mentioned that they have a signed agreement with A. C. Allyn and Company of Chicago to purchase the bonds if feasibility of the toll bridge is proven by the survey, and that they have an agreement also with the Tudor Engineering Company of San Francisco whose services have been retained to make the engineering survey, including location and cost studies. Traffic surveys, he added, will be conducted by Coverdale and Colpitts of New York City who are specialists in that line. He mentioned that the financing of construction will be by sale of revenue bonds which, he repeated, A. C. Allyn and Company of Chicago have agreed to purchase if the feasibility of the toll bridge is proven by the survey. Mr. Reynolds further explained that studies for a high level bridge are expected to take about six months, and that if the survey reveals the project to be feasible, then the $12,500 contributed by each of the four agencies will be returned to them when the revenue bonds are sold; if the project is found to be impractical, then the contributors will be reimbursed at some future time when the bridge is built. Mr. Reynolds presented communications from numerous public bodies, each of whom endorsed the project and urged that it be given favorable consideration by the Highway Commission. Others speaking in behalf of the project were the following: (1) Mr. Manion, who stated that this is the number one project of the Oregon Coast country and that it has the endorsement, not only of the Astoria district, but of the entire coast. He mentioned benefits that will be derived from the tourist business if the toll bridge is provided. (2) Mr. Dyer, who stated that in his opinion it is none too early now to determine the feasibility and the location of the toll bridge. In his estimation it is a matter of urgent planning and common sense. (3) Mr. Baldwin, who endorsed the project in behalf of the City of Warrenton. (4) Mr. Hauke, who stated that the project has the unanimous endorsement of the Astoria City Council because the

Council is of the opinion that a bridge will provide [illegible] the economic stability of the entire lower Columbia River area. He also mentioned benefits from tourist travel. (5) Mr. Raw, who stated that he represents not only the City of Seaside but also the cities of Gearhart and Cannon Beach, whose people are one-hundred percent in favor of the toll bridge construction. He gave as their feeling that the promotion of this project and elimination of the ferry hazard is the only way that these communities can continue to grow and prosper. (6) Mr. Bowler, who stressed the time element and who gave as his feeling that at the earliest it will take four years to get the toll bridge constructed. It was his judgment that the preliminary investigation should be carried on at once. He mentioned a preliminary survey report on this matter prepared for the Port of Astoria by Moffatt, Nichol and Taylor, Engineers, Portland, the conclusions in which, he declared, are inaccurate because of the shortness of time that was allowed for preparing the report, being entirely too short to evaluate a project of this magnitude.

Chairman Chandler inquired if the Port of Astoria has a definite signed agreement with the Tudor Engineering Company to conduct the engineering investigation. Mr. Reynolds replied in the affirmative, adding that the agreement becomes effective when definite arrangements have been made for monies to finance the studies. If the money is not forthcoming, he said, then the agreement is automatically cancelled. Chairman Chandler then gave as his understanding that the Commission is now being asked to contribute funds for this availability or economic survey to determine whether or not construction of a toll bridge at this location is a practical proposition, also, that if and when the bridge is built, the Port of Astoria will want to trade it to the State of Oregon for the ferries. To this Mr. Reynolds replied that they do not presently have in mind to ask the State to take over the bridge, but they will endeavor somehow to relieve the State of the ferry operation. In any event, he added, the State will not be asked to assume responsibility for the bridge until it has been paid for, if at all. Chairman Chandler gave as his feeling that the States of Washington and Oregon will eventually have to assume the bridge responsibility, so with that in mind, the Commission will want to give the matter further study before committing funds for the initial survey, although in his estimation, the State of Oregon should contribute to such expense if the other three agencies do so. Commissioner McIver expressed concurrence in the remarks of Chairman Chandler. Mr. Reynolds again mentioned that Pacific County, Washington, has obligated itself to contribute $12,500 for the preliminary survey, and that the Port of Astoria has done likewise. Chairman Chandler then repeated that if the State of Washington definitely commits itself to contribute the sum of $12,500 toward the cost of the preliminary survey along with Pacific County and the Port of Astoria, then, in his estimation, the State of Oregon through its Highway Commission should do likewise. Commissioners Reynolds and McIver expressed themselves similarly, whereupon motion to that effect was made by Commissioner McIver, duly seconded, and was declared by Chairman Chandler to have carried by the unanimous vote of the Commission.

Commissioner Reynolds pointed out the desirability of securing a commitment from the Washington Toll Bridge Authority regarding construction of the bridge so that feature will be clearly understood in the event the two states assume the bridge responsibility sometime in the future. He also mentioned that the plans for the bridge design, etc., must meet the bridge standards of the State Highway Departments of the States of Washington and Oregon as well as those of the Army Engineers. Mr. Reynolds stated that those features will be taken care of. He asked for a letter from the Highway Commission stating definitely its willingness to contribute $12,500 toward the cost of the preliminary survey if the other three agencies do likewise. The Secretary was instructed to furnish the Port of Astoria an excerpt from the minutes of this meeting covering the discussion when the minutes have been approved by the Commission. This concluded the conference.

RECEIVED
APR 19 1954
FOR FILING

Cont
Bridge
Interstate
Astoria

April 15, 1954

Members of State Highway Commission

Gentlemen:

I hand you herewith a rough draft of a minute entry that I have prepared covering the presentation made by the Astoria delegation at the last meeting of the Commission when request was made for the contribution of $12,500 of Oregon State Highway funds to assist in financing preliminary studies for a bridge across the Columbia River in the vicinity of Astoria.

Will you kindly let me know whether or not the paragraph meets with your approval. If it is satisfactory, then I will send a copy of it to the Port of Astoria as requested by Mr. M. E. Reynolds, who headed the delegation.

You may indicate your approval or disapproval on the enclosed carbon copy of this letter which may then be returned to me in the attached stamped-addressed envelope.

Thanking you kindly, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

I approve the minute entry as prepared.

____

I disapprove this minute entry as prepared.

____

FORM E-123 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED FOR FILING

April 15, 1954

Members of State Highway Commission

COPY

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Thanking you kindly, I remain

Respectfully yours,

NOTED
H. B. GLAISYER

RECEIVED
MAY 3 1954
OREGON
STATE HIGHWAY COMMISSION

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

I approve the minute entry as prepared.

____

I disapprove this minute entry as prepared.

____

FORM E-123 90M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 15, 1954

Members of State Highway Commission

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Thanking you kindly, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

RECEIVED
APR 21 1954
OREGON
STATE HIGHWAY COMMISSION

COPY

HBG:jmc

I approve the minute entry as prepared.

Chas H. Reynolds

I disapprove this minute entry as prepared.

____

FORM E-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 15, 1954

Members of State Highway Commission

COPY

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Thanking you kindly, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

RECEIVED
APR 19 1954
OREGON
STATE HIGHWAY COMMISSION

HBG:jmc

I approve the minute entry as prepared.

I disapprove this minute entry as prepared.

The Oregonian

PORTLAND, OREGON, SATURDAY, APRIL 3, 1954

State Tentatively Okehs Astoria Bridge Plan

Surveys for a bridge across the Columbia river in the vicinity of Astoria won "iffy" approval of the state highway commission Friday.

Commissioners told a coast delegation they would pungle up $12,500 as their share of a feasibility survey "if the Washington highway department will come in."

The delegation, headed by M. E. Reynolds, Astoria, disclosed that preliminary plans for a structure to rival the San Francisco bay bridge are fairly well advanced.

They outlined a proposal by which the bridge would be erected through sale of revenue bonds, with the port of Astoria as constructing agency.

A contract already has been signed with A. C. Allyn and company, Chicago, to buy the bonds if feasibility of the bridge is proved by a survey.

Tudor Engineering company, San Francisco, has been retained to make engineering surveys, including location and cost studies. Coverdale and Colpitts, New York, will do the traffic survey.

All of this, the delegation said, depends upon funds for the feasibility survey.

That will cost $50,000, of which the port of Astoria will put up $12,500. They said Pacific county, Wash., is pledged to provide a like sum.

They still are to confer with Washington's bridge authority on matching funds. Oregon highway commissioners said they can be counted in if Washington officials give an affirmative answer.

Studies of the high-level bridge are expected to take six months and include such details as rock drilling to determine solidity of foundations.

Feasibility survey funds will be returned to contributors as soon as revenue bonds are sold, the delegation said. If the project is found impractical at this time, repayment will be made at any future date it is undertaken.

A similar plan was used at The Dalles when Wasco county's new bridge across the Columbia was built.

Delegation members said Astoria, Warrenton, Seaside, Gearhart and Cannon Beach are solidly behind the proposal to bridge the river.

"This is the only unbridged water on 101 (Coast highway) between Mexico and Canada," James Bowler, manager of the port of Astoria, told commissioners.

The delegation estimated it will be four years before the bridge can be completed, if a favorable decision is made.

Plans call for turning the bridge over to joint ownership and maintenance by the Oregon and Washington highway departments after construction costs are repaid.

The delegation said promotion of the bridge idea started about six months ago, although a bridge has been talked up for more than 20 years.

Included in the delegation, in addition to Reynolds and Bowler, were Joseph M. Dyer, owner of the Astoria Marine Construction company; Eric Hauke, president of the Astoria city council; E. R. Baldwin, city manager of Warrenton; Mayor Lester Raw, Seaside, and William Manion, vice president of the port of Astoria commission.

Additional details on page 6.

Artifacts Moving Delayed; Expressway Access Asked

See Story on Page 1, Also

Artifacts stored in a state highway building at Champoeg state park will remain there until the legislature meets, highway commissioners assured Sons and Daughters of Oregon Pioneers Friday.

Implication was that the pioneer organization will seek state aid to erect a museum, since the highway commission already had said it would give it time to raise money for a building.

The commission previously had approved moving the pioneers' exhibits from the state building, where fire loss was feared, to a nearby Daughters of the American Revolution museum.

Among delegations was one from the city of Beaverton asking designation of Hall street as a secondary highway route. Commissioners said they would consider it later.

Passing Lane Plea Heard

Jesse C. Minson, Powell Butte, was assured the commission will try to get a passing lane for the Ochoco highway grade west of Prineville into the 1955 budget.

A delegation from Norwood community, headed by W. L. Archer, Sherwood, exchanged sharp words with commissioners and highway department engineers over access to the Portland-Salem expressway at Norwood crossing.

Commissioners said a new traffic and destination count would be made to determine whether such an access is needed, but urged waiting until completion of that unit of the expressway in a few months to see what traffic needs develop.

The delegation demanded immediate acton. Engineers pointed out that there are nine traffic interchanges on the expressway, six of them between the Willamette river and Portland.

More Work Planned

Commissioners told the U. S. Highway 20 association they would consider reconstruction of the Pioneer mountain section of the Corvallis-Newport highway.

They informed County Judge Otto E. Effenberger, Tillamook, and Charles Ross, chairman of the Tillamook chamber of commerce, that they plan reconstruction of the coast highway over Cascade head, south of Neskowin, in a future program.

The Roseburg chamber of commerce asked improvement of the North Umpqua road between Rock creek and Steamboat. Commissioners said it is not a state road and Roseburg should look to federal and county funds to open the area for logging and tourists.

Bid action Friday included:

Benton county—Grading .64 of a mile and widening 2.4 miles of the Yew creek-Alsea mountain summit section, Alsea highway, for passing lanes about 11 miles west of Philomath. Low bidder, Warren Northwest, Inc., Portland, $19,518. Awarded.

Clackamas—Grading 4.81 miles of Little creek-Estacada section, Woodburn-Estacada highway south of Estacada. Low bidder, Erickson Paving company, Belleview, Wash., $166,723.60. Awarded.

Coos—Painting McCullough bridge over Coos bay, Coast highway. Low bidder, Martin Kincheloe, Myrtle Point, $12,333.40. Awarded.

Curry—Constructing caretaker's cottage at Harris beach state park. Low bidder, Hampton C. Plaat, Salem, $8830. Awarded.

Curry—Constructing employe's house at Pistol river maintenance headquarters. Low bidder, Hampton C. Platt, Salem, $8730. Awarded.

Curry—Painting five bridges on Oregon coast highway at Sixes, Elk, Pistol, Chetco and Winchuch rivers. Low bidder, Andrew Nesheim, Olympia, $23,964. Awarded.

Douglas—Paving 9.74 miles of Deady-South Umpqua river unit, Pacific highway, south of Sutherlin and furnishing 3000 cubic yards of crushed material in stockpile. Low bidder, E. C. Hall & J. C. Compton, McMinnville, $425,147.50. Accepted and referred to engineer for award.

Gilliam—Grading .38 of a mile, constructing .14 of a mile of sewer and paving .57 of a mile of John Day highway in Condon. Low bidder, Russell Olson Construction company, Pendleton, $42,626.50. Rejected as too high.

Jackson — Constructing three concrete bridges on Butte falls-Prospect road and Red Blanket road. Low bidder, H. Barnhart, Medford, $34,320. Referred to Jackson county.

Klamath—Producing 15,000 cubic yards crushed cinders in stockpiles on five highways south of Klamath Falls. Low bidder, James M. Barnes, Klamath Falls, $32,650. Awarded.

Lane—Grading and paving 3.69 miles, constructing two bridges and furnishing 2000 cubic yards crushed material in stockpiles on Jasper bridge-Pleasant Hill section, Springfield-Creswell highway about 5⅓ miles south of Springfield. Low bidder, Acme Construction company, Eugene, $186,814.

Marion—Paving .15 of a mile in Gervais. Low bidder, Warren Northwest, Inc., Portland, $7478. Awarded.

Marion—Constructing Salem maintenance building. Low bidder, Modern Materials company, Redmond, $14,076.73. Awarded.

Marion—Grading and paving .12 of a mile in Turner. Low bidder, Warren Northwest, Inc., Portland, $6641. Awarded.

Multnomah—Paving 1.02 miles of N. W. Vaughn street-W. Burnside section, Columbia river highway (N. W. 18th avenue) in Portland. Low bidder, Cascade Construction company, Portland, $15,560. Awarded.

Multnomah — Converting sodium vapor and incandescent lighting system in Toothrock tunnel, Columbia river highway east of Bonneville to mercury vapor lighting system. Low bidder, Walton Brown Electric company, Salem, $8199.

Umatilla—Fencing 14.6 miles of right-of-way on Emigrant hill section, Old Oregon Trail, southeast of Pendleton. Low bidder, C. R. O'Neil, Pendleton, $30,580. Awarded.

Umatilla—Construcing viaduct on new alignment of Old Oregon Trail, one mile east of Pendleton. Low bidder, R. H. Jones, Hillsboro, $63,660. Awarded.

Wallowa—Paving 3.17 miles of Sheep creek hill section, Little Sheep creek highway, about five miles east of Joseph. Low bidder, N. A. Toole Construction company, Ontario, $88,923.50. Awarded.

Washington—Grading and paving 2.88 miles of Beaverton junction-Progress section, Olson county road east and south of Beaverton and west and north of Metzger. Low bidder, Porter W. Yett, Portland, $123,250. Accepted and referred to engineer for award.

COPY

CITY OF WARRENTON
WARRENTON, OREGON

February 27, 1954

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

As provided by Oregon Law, the Port of Astoria is taking the lead of calling for an engineering analysis of the Columbia River with a view in mind of erecting a toll bridge.

It has long been agreed by the patrons of the currently-operating ferry that it is not satisfactory. The best solution appears to be some type of bridge and, if feasible, a toll bridge would be self-supporting. The City of Warrenton heartily endorses this plan.

None of the governmental units involved can be hurt financially since the bonds issued in all operations will eventually pay the cost of the bridge, plus the engineering fees. We strongly urge, therefore, that in addition to the amount being advanced by the Port of Astoria, the State of Oregon and the State of Washington advance equal amounts for the original survey, which, under the law, will be returned when the bridge is in operation and self-supporting.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin
Auditor & Police Judge

ERB:jw

Exact duplicate of this letter sent to Washington Toll Bridge Authority,
Olympia, Washington.

GUY BOYINGTON, COUNTY JUDGE
MYRON E. JONES, COMMISSIONER
VERNE STRATTON, COMMISSIONER
MARY REDDING, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND C. LUCE, CORONER
EMIL BERG, ASSESSOR

ASTORIA, OREGON.

February 26, 1954

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We, the members of the Clatsop County Court, do request your cooperation and assistance to the program now being studied by the Port of Astoria, Astoria, Oregon and Pacific County, Washington, for the location, construction and maintenance of a bridge to connect Oregon Coast Highway #101 across the Columbia River, at or near the City of Astoria.

Respectfully,

CLATSOP COUNTY COURT.

Guy Boyington
County Judge

Myron E. Jones
Co. Commissioner

Verne Stratton
Co. Commissioner

Chairman, Washington Toll Bridge Authority
Washington State Highway Commission
cc. Astoria Chamber of Commerce
Clatsop County Port Commission
Oregon Coast Highway Ass'n #101
To the Press.

(COPY)

RESOLUTION

WHEREAS, the Port of Astoria is presently investigating the feasibility of constructing a bridge across the Columbia River, at or near Astoria, Oregon, and

WHEREAS, it is the belief of the Board of Directors of the Astoria Chamber of Commerce when constructed, would greatly benefit the entire coastal area of the States of Oregon and Washington and accelarate the economic development of such areas, now therefore,

BE IT RESOLVED, That the Board of Directors of the Astoria Chamber of Commerce, being fully in favor of the program as outlined by the Port of Astoria, does respectfully petition the Oregon State Highway Commission, acting in conjuntion with the Washington State Toll Bridge Authority, to take whatever action may be necessary on the part of these official bodies to make possible the construction of said bridge.

Dated this 20th day of February, 1954.

Delbert Moore, President (Signed)

Attest:

J. E. Flynn, Secretary (Signed)

Copies to:

Oregon State Highway Commission
Washington State Toll Bridge Authority
Port of Astoria
Press
Clatsop County Court

RESOLUTION NO. 2180

WHEREAS, the Port of Astoria is interested in constructing a bridge across the Columbia River, to be paid for from the toll revenue of said bridge.

NOW, THEREFORE, the City of Seaside does hereby resolve as follows:

Section 1. That the Common Council of the City of Seaside heartily supports the proposal of the Port of Astoria to build a bridge across the Columbia River.

Section 2. That the State Highway Commission of the State of Oregon is urged to support this project.

Passed by the Common Council of the City of Seaside, Oregon, this 25th day of February, 1954, by the following vote:

YEAS: Witty, Davis, Ruth, Manion, Newell

NAYS: None

ABSENT: Callahan

Submitted to the Mayor this 25th day of February, 1954, and approved by the Mayor this 25th day of February, 1954.

/s/ Lester U. Raw
Mayor

ATTEST:

/s/ Audrey Knowles
Deputy City Auditor

CERTIFIED A TRUE COPY
City ATTORNEY

506 8th Street
Astoria, Oregon
March 31, 1954

Port Commission
Port of Astoria
Astoria, Oregon

Dear Sirs:

The Economic Development committee on behalf of the Community Study Group of Astoria has authorized me to inform you that we are wholeheartedly behind your efforts to obtain a bridge across the Columbia River at Astoria.

Yours sincerely,

Henry G. Griffin

Henry G. Griffin
Chairman

HGG:acs

(COPY)

Address of Writer 1715 Irving Ave., Astoria, Oregon

BROTHERHOOD OF
PAINTERS, DECORATORS AND PAPERHANGERS OF AMERICA

UNION NO. 684 of ASTORIA, OREGON

March 23, 1954

Port Commission
Port of Astoria, Oregon.

Dear Sirs:

At the regular meeting of Painters Local 684 held January 13, 1954 a resolution was unanimously adopted to urge your Commission to use all efforts to formulate plans and necessary work to expedite construction of a trans-Columbia Bridge at Astoria, Oregon and further be resolved that any associated parties be urged to give all aid possible to this project.

Yours truly

Frank McIntyre
Fin. Sec'y. PaintersLocal #684

March 22, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock

Gentlemen:

At the spring meeting of the Board of Directors of the Oregon Coast Association there was a report of the progress to date toward the bridging of the Columbia River on the Oregon Coast Highway.

The Oregon Coast Association is very much interested in seeing this project become a reality and by a vote of the Board of Directors pledges the support of the association in whatever way it may be useful.

Sincerely yours,

THE OREGON COAST ASSOCIATION

Elizabeth Swan, Secretary

cc ACWaud ✓

OREGON STATE BUILDING AND CONSTRUCTION TRADES COUNCIL
410 LABOR TEMPLE

PORTLAND 1, OREGON

March 8, 1954

DOCK COMMISSION
City of Astoria
Astoria, Oregon

Gentlemen:

At the recent convention of the Oregon State Building and Construction Trades Council held on January 23 and 24, a Resolution was adopted calling on the highway commission of both Oregon and Washington requesting them to proceed with the construction of a toll bridge at the City of Astoria, between the Oregon and Washington shores.

We have communicated with the Army Engineers and with the highway commissions of both Oregon and Washington, making this request. We have received letters from the Oregon Highway Commission but as yet have received no answer from the Washington Highway Commission. For any assistance that your body may be able to give to us in this program we shall be extremely grateful.

Thanking you in advance for your cooperation, we are

Sincerely,

Volney Martin, Secretary (Signed)
OREGON STATE BUILDING AND
CONSTRUCTION TRADES COUNCIL

VM:AL:435
OEIU #11
(AFL)

COPY

OREGON MOTOR COURT ASSOCIATION
729 S. E. Morrison Street
Mail Address-P. O. Box 2005,
Portland 14, Oregon

March 11, 1954
Dictated: March 8, 1954

Mr. J. R. Bowler
Port of Astoria Commission
Astoria, Oregon

Dear Mr. Bowler:

We have been advised of the action of the membership of our Astoria Chapter, who voted unanimously to support your commission in its efforts to bridge the Columbia River - as set out in a memorial to be presented to the State Highway Commission to pledge the sum of $12,500.00 to investigate the feasibility of such a project.

Our organization does recommend the study of the economic feasibility of such a project, and in order to secure the unanimous support of our organization we plan to bring this matter before the members of our Board of Directors at their next meeting sometime within the next 30 days.

We will advise you of their action immediately following the meeting of the board of our organization.

Sincerely,

OREGON MOTOR COURT ASSOCIATION

Geo. J. Gutfleisch (Signed)
Executive Secretary

GJG:bkr
cc: Dorothy Labiske, Secretary
Astoria Chapter
Oregon Motor Court Association

(COPY)

CENTRAL LABOR COUNCIL OF ASTORIA AND VICINITY

ASTORIA, OREGON

March 8, 1954

Herb Hacker, Chairman
Port of Astoria Port Commission
Astoria, Oregon

Dear Sir:

The Clatsop County Central Labor Council has gone on record as endorsing the building of the Trans-Columbia bridge between Astoria and Washington.

We especially urge that engineering and cost studies be undertaken immediately to determine the necessary factors involved in the construction of this bridge.

The building of this bridge will be of great benefit to our tourist industry as it will be a vital link of Highway 101. Also it will provide much employment which will benefit our community and surrounding territory.

Respectfully yours,

WALTER LOFGREN (Signed)
Secretary
Clatsop County Central Labor Council

WL:to
C.C:
Honorable Peter Cosovich-Mayor of Astoria
County Judge Guy Boyington-Clatsop County
County Judge-Pacific County
H. R. Glaisyer, Secretary, Oregon State Highway Comm.

BUILDING AND CONSTRUCTION TRADES COUNCIL
Astoria and Vicinity
P. O. BOX 776
TELEPHONE 1846

Affiliated with Building Trades Department
American Federation of Labor
4

Astoria, Oregon, **February 24, 1954**

The Port Commission
Port Docks
Astoria, Oregon

Attention: Mr. Bowler

Gentlemen:

The Astoria Building and Construction Trades Council has gone on record as supporting the efforts of the Port Commission of the City of Astoria and the other civic bodies on a toll bridge to be built across the Columbia River. This group will do its utmost to help the proposed building of the bridge to become an actuality.

At the 32nd Convention of the Oregon State Building and Construction Trades Council called for on January 23rd and 24th of this year, there was a resolution brought in and passed supporting a toll bridge to be built between Astoria, Oregon and Washington.

Very truly yours,

C N Hess

C. N. Hess, Secretary

CNH:lr

(COPY)

Route 2, Box 10
Astoria, Oregon
February 23, 1954

Port of Astoria Commission
Astoria, Oregon

Attention of Mr. J. R. Bowler

Gentlemen:

Please be advised that the membership of the Astoria Chapter of the Oregon Motor Court Association, in regular session February 18, 1954, voted unanimously to support your Commission in its effort to bridge the Columbia River - as set out in a memorial to be presented to the State Highway Commission to pledge the sum of $12,500.00 to investigate the feasibility of such a project.

By order of the Chapter President Sam Lee,

Mrs. Carl Labiske (Signed)

Secretary

THE CITY OF ASTORIA, OREGON

MAYOR
PETER G. COSOVICH

COMMISSIONERS:
W. R. THOMPSON
R. J. HANSON

CITY MANAGER
BREWER A. BILLIE

COMMISSIONERS:
JOHN HELSTROM
ERIC HAUKE

February 16, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Ben R. Chandler, Chairman

Gentlemen:

An engineering and feasibility study of the possibility of building a toll bridge across the Columbia River at or near Astoria to Pacific County, Washington has been proposed jointly by the Port of Astoria and Pacific County.

It is my understanding that the Commission and the Washington State Toll Bridge Authority will be asked to share this expense equally with the above sponsors.

There is certainly a very great need for this bridge to assist in building up the economy of this section of the Lower Columbia and also to give our tourists from near and far the opportunity of uninterrupted travel.

At our regular Council Meeting of February 15, 1954, the Commissioners and I heartily approved of this study and respectfully request your favorable action and cooperation.

Very truly yours,

Peter G Cosovich

PETER G. COSOVICH, Mayor

PGC:emb
cc: City Auditor

(COPY)

Astoria, Oregon
February 10, 1954.

Clatsop County Port Commission
Astoria, Oregon

Gentlemen:

The following resolution was passed at the last Clatsop County Pomona meeting and sent to you for your consideration:

RESOLUTION.

Clatsop County Pomona Grange # 19 in regular session this 23rd day of January 1954, do hereby go on record as favoring the construction of an interstate bridge across the Columbia in the vicinity of Astoria.

Be it further resolved that the Oregon State Highway Commission be urged to take the necessary action with the Washington State Highway Commission making it possible for the construction of this bridge.

(Signed) C. E. HITCHMAN Master
(Signed) GLADYS GRIFFITH Secretary

A copy of this resolution to be sent the following:

Oregon State Highway Commission
Washington State Highway Commission
Astoria Chamber of Commerce
Clatsop County Port Commission
Clatsop County Court
To the Press.

(COPY)

SEASIDE CHAMBER OF COMMERCE
20 N. COLUMBIA
SEASIDE, OREGON

September 29, 1953

Mr. William Manion, President
Astoria Port Commission
c/o Oregon Coast Realty
Seaside, Oregon

Dear Mr. Manion:

The Seaside Chamber of Commerce is vitally interested in the orderly flow of traffic along U. S. Highway 101, both from the standpoint of tourist traffic as well as commercial and industrial trade.

In recent months we have noticed an increasing burden upon the operation of the ferry service between Astoria and Megler. A substantial number of complaints regarding long delays and inadequate schedules have been made to the Seaside Chamber of Commerce office as well as to individual businessmen in the Seaside-Gearhart-Cannon Beach area.

It is the opinion of the Seaside Chamber Directors as well as numberous businessmen in the Seaside area that the time has come for all due consideration of a bridge linking the states of Oregon and Washington.

It is our belief that the construction of a bridge, thereby permitting the steady flow of traffic at all hours, would materially increase the traffic count on this important north-south highway.

May we ask that you exert every effort to press for the early planning and programming of such a structure.

We would be most happy to hear from you on this matter.

Very truly yours,

SEASIDE CHAMBER OF COMMERCE

By Lloyd V. Eastman, Mgr. (Signed)

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APR 23 1954
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[illegible]

April 19, 1954

Mr. M. E. Reynolds
Attorney at Law
Spexarth Buildng
Astoria, Oregon

Dear Mr. Reynolds:

You headed a delegation which appeared before the State Highway Commission at its meeting on April 2, 1954 and requested a contribution of $12,500 of State Highway Funds to assist in financing preliminary surveys and investigations for a bridge across the Columbia River in the vicinity of Astoria. You informed the Commission that the cost of such investigations is estimated at $50,000 which, you hoped, would be contributed by four agencies, viz. Port of Astoria, Pacific County, Washington, Washington Toll Bridge Authority, and the Oregon State Highway Department, and you also told the Commission that the amounts have already been pledged by the Port of Astoria and the Pacific County, Washington.

As a result of discussion the Highway Commission unanimously agreed to contribute an amount of $12,500 of State Highway Funds for this purpose on the condition that the State of Washington through its Washington Toll Bridge Authority would contribute a like sum. You asked for a written statement from the Commission to that effect, and were informed that an excerpt from the minutes covering your delegation's appearance would be furnished you. I enclose three copies of such excerpt which has been approved by the Commission.

I trust that the excerpt is in conformity with your understanding of the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Atts.

March 30, 1954

Mr. Wm. N. Reed
160 Seventh Street
Astoria, Oregon

Dear Mr. Reed:

We received in this morning's mail your letter of March 26, with newspaper clippings attached thereto, in which you ask the State Highway Commission to give consideration and help to the Port of Astoria when they appear before the Commission at its meeting this week regarding construction of a bridge across the Columbia River at Astoria.

Your letter and newspaper clippings will be brought to the attention of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Commissioners
R. H. Baldock

Open Forum

Please limit letters to 300 words. Sign your name, and give address and if possible telephone number for our reference. We do not print unsigned communications, but welcome signed letters on all subjects.

INTERSTATE BRIDGE

To the Editor:

The highway commission will be holding a road meeting this month. The question of a new bridge across the Columbia river will be on the program.

Mr. Baldock has had this idea in mind for some time which is right but he is not putting it where it will do the most good. Why build all the bridges in one spot? These bridges should at least be 50 miles apart.

He claims the Interstate bridge is over crowded and again he is right. But what can you expect when it is the only free crossing and all the best roads leading to it.

The only reason the toll was taken off was to put the Longview bridge in the red and it sure did the job.

Now that the state of Washington owns the Longview bridge they also would like to see the toll put back on the Interstate bridge and in that way the Longview bridge would get its share of the travel.

This can be done without building a new bridge along side of the one they already have. The right location for this new bridge is at Astoria.

The answer to this question is for Oregon to buy a one-half interest in the Longview bridge. Then the two states build the Astoria bridge and put the same toll on all three bridges, with all tolls going to one fund for upkeep of all three bridges.

As the tolls stand now for a car and six passengers:

Interstate	Free
Longview	75c
Astoria	$2.50

The highest rate in the US, but we are not complaining at this high toll. What is bothering us the most is the time it takes to cross the river on these old scows, which is from 1½ to 3 hours, and that is not all. They can't cross in the fog without getting stuck on the sand bars. They can't land in the storms and have to stop running and they do thousands of dollars damage to the fishermen's nets. It's time we were getting rid of the old slow boats to China.

The travel that would cross the river after these old scows are tied up for the night would build this bridge.

The travel would more than double at this crossing if we had a bridge. At this time Astoria is cut off of Highway 101 at Otis junction. The travel is not coming this way and has to be held up for so long a time when they can cross at Portland in 10 minutes, and free toll.

Now that there is plenty of money and help this is the time to build this bridge.

We can borrow the money that Governor McKay wanted to use to pay the soldier bonus and pay ourselves the interest instead of giving it to wall street.

The best location for this bridge is from John Day across the flats to Altoona. At low tide you can walk across these flats to the ship channel.

Come on, Astoria, shake the moss off your back and let's all attend this meeting 500 strong and go to battle for this bridge.

WILL REED.

'BRIDGE HAZARD'

To the Editor: Our federal, state and city administrations are spending thousands upon thousands of dollars to interest the people in, and prepare them for civil defense against sneak attacks. Also hundreds of people are giving much free time to carry on this patriotic work, which would seem to be laudable indeed.

On the other hand, the boards which have dictator's powers in spending our highway funds in Oregon and Washington insist that they are going to spend millions to build another bridge connecting the two states.

If two bridges are needed in time of peace how much more will they be needed in case of any attack by another country? Yet these men insist upon putting the bridges so close together that a single bomb could wreck both, H. S. NOLAN,

5635 S. E. Flavel street.

STATE HIGHWAY COMMISSION MEETING

Delegation M. E. Reynolds, Astoria

Date 2:15 p.m.

Time April 2, 1954

Name	City or Town	Capacity
E. L. Baldwin	Warrenton	City Manager
J. R. Bowler	Astoria	Mgr. Port of Astoria
Eric Hauke	Astoria	Acting Mayor
Lester U. Raw	Seaside	Mayor
Wm. Manion	Seaside	Vice-Pres., Port of Astoria
Joe Dyer	Astoria	State Representative
M. E. Reynolds	Astoria	Attorney, Port of Astoria (Lead)

March 1, 1954

Mr. J. E. Flynn, Secretary
Astoria Chamber of Commerce
Astoria, Oregon

Dear Mr. Flynn:

This is to acknowledge your letter of February 23, 1954, transmitting a signed copy of the resolution adopted by the Board of Directors of the Astoria Chamber of Commerce on February 20, 1954, in which resolution the Board of Directors declare themselves in favor of the program by the Port of Astoria, that the Oregon State Highway Commission, acting in conjunction with the Washington State Toll Bridge Authority, take whatever action may be necessary to make possible construction of a bridge across the Columbia River at or near Astoria.

Copies of your letter and the resolution are being handed to the members of the Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: Commissioners and
Mr. Baldock

RESOLUTION

WHEREAS, the Port of Astoria is presently investigating the feasibility of constructing a bridge across the Columbia River, at or near Astoria, Oregon, and

WHEREAS, it is the belief of the Board of Directors of the Astoria Chamber of Commerce when constructed, would greatly benefit the entire coastal area of the States of Oregon and Washington and accelerate the economic development of such areas, now therefore,

BE IT RESOLVED, That the Board of Directors of the Astoria Chamber of Commerce, being fully in favor of the program as outlined by the Port of Astoria, does respectfully petition the Oregon State Highway Commission, acting in conjunction with the Washington State Toll Bridge Authority, to take whatever action may be necessary on the part of these official bodies to make possible the construction of said bridge.

Dated this 20th day of February, 1954.

Delbert Moore

Delbert Moore, President

Attest:

J.E. Flynn

J. E. Flynn, Secretary

Copies to:

Oregon State Highway Commission
Washington State Toll Bridge Authority
Port of Astoria
Press
Clatsop County Court

March 1, 1954

Oregon State Building and Construction Trades Council
410 Labor Temple
Portland 1, Oregon

Attention: Volney Martin, Secretary

Gentlemen:

This will acknowledge receipt of your letter of February 25 advising that the State Building and Construction Trades Council recently adopted a resolution which called upon the highway departments of the States of Oregon and Washington to construct a toll bridge across the Columbia River at Astoria.

I shall be pleased to bring your letter to the attention of the members of the Highway Commission and the Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:mm
cc: Commissioners and
Mr. Baldock

Oregon State
BUILDING AND CONSTRUCTION TRADES COUNCIL
410 LABOR TEMPLE
Phone ATwater 0171

Affiliated with Building Trades Department
American Federation of Labor

PORTLAND 1, OREGON

February 25, 1954

Mr. H. B. Glaisyer
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

At a meeting of the State Building and Construction Trades Council a Resolution was adopted which called upon the highway departments of Oregon and Washington to construct a toll bridge across the Columbia River at Astoria. The opinion of the Council was that a bridge is badly needed in that vicinity as the use of ferry boats causes delay to travelers which is unnecessary.

We believe that in this period of slack employment, the Highway Commissions of both Oregon and Washington should take immediate steps looking toward the construction of such bridge.

Thanking you in advance for your consideration, we remain

Yours very truly,

OREGON STATE BUILDING AND
CONSTRUCTION TRADES COUNCIL

Volney Martin
Volney Martin, Secretary

VM:AL
OEIU #11
(AFL)

RECEIVED
FEB 26 1954
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

NOA
15.3

February 23, 1954

Clatsop County Pomona Grange No. 19
[illegible] South Holladay
Seaside, Oregon

Attention: Mr. C. E. Hitchman, Master
Miss Gladys Griffith, Secretary

Gentlemen:

This note is simply to acknowledge your letter of February 10, 1954, received in this office on February 19th, advising that Clatsop County Pomona Grange No. 19 in regular session on January 23, 1954 went on record as favoring construction of an interstate bridge across the Columbia River in the vicinity of Astoria, and also urging the Oregon State Highway Commission to take necessary action with the Washington State Highway Commission to make construction of this bridge possible.

I shall bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

Astoria, Oregon.
February 10, 1954.

Oregon State Highway Commission
Salem, Oregon.

The following resolution was passed at the last Clatsop County Pomona meeting and sent to you for your consideration:

RESOLUTION.

Clatsop County Pomona Grange # 19 in regular session this 23rd day of January 1954, do hereby go on record as favoring the construction of an interstate bridge across the Columbia in the vicinity of Astoria.

Be it furhter resolved that the Oregon State Highway Commission be urged to take the necessary action with the Washington State Highway Commission making it possible for the construction of this bridge.

C. E. Hitchman Master
Gladys Griffith Secretary

A copy of this resolution to be sent the following:

Oregon State Highway Commission
Washington State Highway Commission
Astoria Chamber of Commerce
Clatsop County Port Commission
Clatsop County Court
To the Press.

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 30 1954
FOR FILING

F7003-1 (1)

6262

January 18, 1954

Katherine Hitchman, Secretary
Pacific Grange
Rt. 1, Box 346
Warrenton, Oregon

Dear Madam:

This will acknowledge receipt of the resolution passed by Pacific Grange, favoring the construction of a bridge across the Columbia River at Astoria.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

Warrenton, Oregon, Jan. II, I954.

R. H. Baldock,
State Office Bldg.,
Salem, Oregon.

Dear Mr. Baldock:

The following resolution was passed by Pacific Grange at its last meeting:

Resolved, that Pacific Grange No. 4I3, meeting in regular session, January 9, I954, go on record as favoring the construction of a bridge across the Columbia at Astoria.

Signed, D.H. Shaffer Master

Secy.
Rt. I, Box 336, Warrenton, Ore.

RECEIVED
JAN 12 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 - 1954
FOR FILING

[illegible]

January 6, 1954

Oregon State Highway Commission

Gentlemen:

Re: Columbia River Bridge at Astoria

At a recent meeting in Astoria, the Allyn Company, which Company handled the bonds for The Dalles Bridge and Umatilla Bridge, recommended that a survey of traffic revenue and costs be made for a bridge across the Columbia River at Astoria. It was estimated that this survey would cost $50,000. Astoria went on record as favoring the allocation of $12,500 on their part, provided the Oregon State Highway Commission, Pacific County, Washington, and the Washington Department of Highways would contribute an equal amount. This matter has been discussed individually with each Commissioner.

In 1944 the Oregon Highway Commission and the Washington Department of Highways made a very detailed and comprehensive investigation of Columbia River crossings, which included consideration of crossings in the vicinity of Astoria. The detailed report on crossings in this area is given in our Technical Bulletin 14, beginning on page 1 of Division IV.

At that time we were advised that any crossing of the river downstream from the Tongue Point Naval Base would be opposed by the Army and Navy as a hazard to their operations. We have no reason to suppose that these same objections would not now be raised. For that reason the detailed investigation of lower river crossings was at a site known as Jim Crow Point, which is on the Washington shore just below Brookfield and at Puget Island between Westport in Oregon and Cathlamet in Washington. Our investigation showed that neither of these locations were economically feasible.

For the Jim Crow Point site our conclusions were that the project would have to be subsidized to the extent of 91 percent of its annual cost from sources other than would be derived from fuel taxes, or other bridge revenues, should the bridge be operated as a free bridge. For the Puget Island site the results were even more unfavorable, and it was estimated that 95 percent of the annual cost would have to come from outside sources. These figures, of course, are based on the operation of the project as a free bridge. While it is true that vehicular traffic has increased since this report was made, it is also true that construction costs have greatly increased and that these two factors would roughly balance each other.

The Port of Astoria employed the firm of Moffatt, Nichol & Taylor, recently, to make a preliminary study of the feasibility of a crossing at Astoria. Mr. Guy H. Taylor of this firm has very kindly furnished us with copies of his report. I am attaching a copy to this letter. You will note their statement under "Interpretation of Data," on page 2 of the report, in which they say: "Because this report is to be used to determine the desirability of expending funds for further studies and is not to be used for final determination of the feasibility of the project, we have interpreted the collected data and made assumptions throughout the report in a manner to favor the project." Even with this favorable viewpoint, their conclusions, as given on page 10 of the report, are that the proposed bridge does not appear to be economically feasible at the present time and that, even under the most favorable conditions, 1969 would be the earliest time there was any chance of the project becoming feasible.

Mr. Taylor's report uses a figure of $15,000,000 for the cost of the bridge at Astoria. This figure was made without any detailed surveys or design. Our estimate of cost, also without surveys or design, is materially higher, and we would anticipate that the project here would cost at least $20,000,000.

I concur in the conclusions reached by Mr. Taylor other than in my opinion this project will not be feasible until a considerable time later than he estimates. Our computations indicate that the project would not be feasible until 1980, or 26 years from now. Mr. Taylor's estimate is 1969, or 15 years hence.

It would be my recommendation that the Highway Commission does not participate in the survey at this time, as I feel that our investigation in 1944 and the Taylor report show conclusively that a negative recommendation would result from any comprehensive investigation. Figures gathered from such an investigation at this time would be out of date by the time there was any chance of the project becoming feasible and would be of very little value at that time. Please note that the Taylor report, on page 11, recommends that no funds be spent at this time for further traffic or engineering surveys of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment
GSP:gm

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1954

SUBJECT: A Review of the "Preliminary Feasibility Report, Columbia River Bridge Crossing, Astoria, Oregon", December 1, 1953 by Moffatt, Nichol & Taylor

To: W. C. Williams
Deputy State Highway Engineer
Office

I am returning herewith Moffatt, Nichol & Taylor's report on the Astoria Bridge. You will note from the attached report we have attempted to review only those phases treating with traffic. We accept the fact that construction and other costs would be $46,020,000 and that the bridge would be located somewhere in close proximity of the present Astoria-Megler Ferry.

Generally speaking, our traffic estimates for the purpose of financing are more conservative than Moffatt, Nichol and Taylor's. If traffic estimates are to be used for purposes of design, then Moffatt, Nichol & Taylor's estimates might be considered conservative.

In summary, using the Highway Department estimates it would not be economically feasible to construct a bridge across the Columbia River in Astoria until the year 1980. For it is in the 28-year amortization period starting in 1980 and ending in 2007 when a surplus of income would be realized.

Moffatt, Nichol & Taylor estimated that fees for passenger cars would amount to $1.60 and all vehicles would average $1.90. These tolls are extremely high and probably would have considerable effect on traffic volume. The highest bridge toll in the country is on the Vicksburg (Miss.) - Delta (La.) Bridge at $1.25 for car and driver and $.15 per passenger. The second highest is on the 1000 Island Bridge at $1.25 per car in the daytime and $1.50 in the evening. The highest West Coast rate is at Longview where a car, 5 passengers and driver pay $1.00. At the Bridge of the Gods, car and passenger pay $.50; at Hood River, it is $.60 per car, $.25 per passenger.

F. B. Crandall
F. B. Crandall
Traffic Engineer

NOTED
W. C. WILLIAMS

JAH:jr
Attachments

Oregon State Highway Department
Traffic Engineering Division
January 5, 1954

A REVIEW OF THE "PRELIMINARY FEASIBILITY REPORT, COLUMBIA RIVER BRIDGE CROSSING, ASTORIA, OREGON", DECEMBER 1, 1953 BY MOFFATT, NICHOL & TAYLOR

This review has confined itself to two points, namely:

1. 1955 Bridge Traffic Volume Estimates, and
2. Economic Feasibility.

1955 BRIDGE TRAFFIC VOLUME ESTIMATES.

Turning first to a discussion of the items used in developing the 1955 traffic, they can be segregated into five headings as follows:

1. 1955 Ferry Traffic
2. Local Traffic Generated
3. Beach Traffic Generated
4. Tourist Traffic on US101 Generated
5. Traffic Diverted from other River Crossings.

The Highway Department's approach of the review of this problem was somewhat different than Moffatt, Nichol & Taylor's in that Moffatt, Nichol & Taylor converted the passengers riding on the ferry at the present time to a vehicle equivalent, whereas the Highway Department treated the passengers separately. Thus, the estimates of traffic as recapitulated in Table I are not directly comparable. However, the total estimated volume for 1955 excluding passengers, showed that the Moffatt, Nichol & Taylor and the Highway Department estimates were only 6% apart--the Highway Department estimate being lower.

The following is a brief resume of the specific differences in the estimates of the five types of traffic referred to hereinabove.

1. Estimates of 1955 Ferry Traffic.

Moffatt, Nichol & Taylor estimated the 1955 Ferry Traffic by projecting the 1951-52 slope. Since the increase from 1951 to 1952 was unusually high, the Highway Department estimate was made on a 1946-52 basis. Moffatt, Nichol & Taylor converted the number of 1952 ferry passengers into vehicles and included them in the 1955 volume. In the Highway Department's estimate, passengers have been treated separately.

The attached curve showing "Projected Traffic on Astoria Ferry" shows the 1955 Ferry Traffic and the unrealistically high rate of projection by Moffatt, Nichol & Taylor.

2. Local Traffic - 1955.

Moffatt, Nichol & Taylor assumed traffic from the local vicinity would double if the bridge were provided. No source is given for this estimate. Their estimate of present local traffic was made by taking 50% of the October 1952-53 traffic. To obtain current local traffic, the Highway Department estimate used the same percentage of total traffic as was reported in the Trans-Columbia River Interstate Bridge Studies. Highway Department estimate is slightly higher than Moffatt, Nichol & Taylor estimate.

3. Beach Traffic - 1955.

No source is given for the Moffatt, Nichol & Taylor estimate but based on present beach traffic volume figures, this estimate appears to be conservative. The two estimates are identical.

4. Through Tourist Traffic - 1955.

No source is given for the Moffatt, Nichol & Taylor estimate. The Highway Department estimate of present Through Tourist Traffic was based on the Trans-Columbia River Interstate Bridge Studies. The projection to the 1955 levels was made on the basis of (a) the traffic trend at Winchester Bay on US101 and (b) a rough estimate that traffic volume would increase by an additional 15% because of the availability of the bridge. The Highway Department estimate is lower than the Moffatt, Nichol & Taylor estimate.

5. Traffic Diverted From Other Routes.

The Moffatt, Nichol & Taylor estimate is based partly on the results of the 1952 Highway Department Foreign Car Study. The Highway Department estimate is based on the data included in the Trans-Columbia River Interstate Bridge Studies. The results of the two estimates were nearly identical.

ECONOMIC FEASIBILITY.

The second phase of the review, that treating with Economic Feasibility, would of necessity in the first instance treat with the projection of the traffic beyond 1955. Moffatt, Nichol & Taylor developed in their Table I an "Increase Ratio" which was applied to 1955 traffic. Their increase ratio was composed of two items: (a) Per-capita Vehicle-mile Increase Trend, and (b) Population Growth. With respect to the Per-capita Vehicle Mileage Increase Trend, Moffatt, Nichol & Taylor assumed that the per capita mileage driven by Oregonians will increase at a rate of 1.56% during the next 16 years and then become constant starting in 1972. With respect to Population Growth, Moffatt, Nichol & Taylor used what is termed the "High Projection" of the Columbia Basin Inter-Agency Committee for the Pacific Northwest.

These two indexes of increase were applied to the 1955 vehicle projection, which included passengers in terms of vehicle equivalent. The results of the application of this increase and the income derived therefrom are shown in Moffatt, Nichol & Taylor's Table I and Figure 4.

The Highway Department in applying projection indexes segregated, for purposes of developing income, traffic into two units; the first being Local Traffic and the second being Non-local Traffic. The third item considered in the Highway Department review was Passengers treated as a separate increment. To develop an increase ratio for Local Traffic, the Highway Department used a more reasonable population forecast, which was the population increase for Clatsop and Pacific Counties because these two counties are increasing at a significantly slower rate than is the Pacific Northwest as a whole. This rate of increase was coupled with the Per-capita Vehicle mileage Increase Trend which appeared satisfactory if it is assumed there is a continuing high level of income for the next 16 years and that the increase in the per capita mileage trend never reverses itself.

The second increase ratio, which was developed by the Highway Department and applied to Non-local Traffic coupled the mileage increase ratio previously mentioned with an estimated Population Growth as developed by the Columbia Basin Inter-Agency Committee and known as the "Medium Projection." This is the projection recommended by that Agency for population estimates rather than the "High Projection" used by Moffatt, Nichol & Taylor.

In the manner of handling passengers as a separate unit, the Highway Department estimated the passengers separately by assuming the 1950-53 number of passengers per vehicle on the ferry of 1.8 will remain the same in the future and that income will amount to 25 cents per passenger, which in some respects is a high estimate. This load factor was then applied to the sum of the Local and Non-local Vehicles derived from the two previous estimates.

These three increments of income were then combined and the resultant Gross Income is summarized in the attached Table II. The attached reproduction of Figure 4 of Moffatt, Nichol & Taylor has had superimposed thereon in red the annual income estimated by the Highway Department. It is significant that in the years from 1955 to 1961 inclusive, the Highway Department estimates a larger income, but thereafter a lesser income per year. This is explained by the manner in which the Highway Department arrived at their income by treating passengers as a separate unit where Moffatt, Nichol & Taylor treated them as a vehicle equivalent: whereas in the years after 1961 the Highway Department having assumed a more conservative projection, the income would naturally be less.

In summary, using the Highway Department's estimates, it would not be economically feasible to construct a bridge until 1980 for it is in the 28-year amortization period starting in 1980 and ending in 2007, that a surplus of income would be realized.

JAH:jr
1-5-54

TABLE I

Recapitulation of Bridge Traffic Volume Estimate For 1955

Vehicles Per Year

Item	Moffatt, Nichol & Taylor Estimate	Highway Department Estimate
1955 Ferry Traffic:		
Vehicles	175,200	168,200
Passengers Converted to Vehicles	35,200	1/
Subtotal	210,400	168,200
Traffic Generated By Bridge:		
Local Traffic	46,600	47,800
Beach Traffic	30,750	30,750
Tourist on US101	30,750	17,100
Diverted Traffic	52,500	52,500
Subtotal	160,600	148,150
Grand Total	371,000	316,350

1/ Passengers estimated separately.

TABLE II

(DEFICIT) OR INCOME FROM ASTORIA BRIDGE ASSUMING INCOME SCHEDULE IN TABLE III. TOTAL REVENUE REQUIRED FOR 28-YEAR AMORTIZATION PERIOD AMOUNTS TO $46,020,000

28-Year Period	Total Revenue For 28-Year Period ($1000)	(Deficit) or Income Based on $46,020,000 Required For 28-Year Amortization Period ($1000)
1955-1982	$30,972	(15,048)
56-83	31,671	(14,349)
57-84	32,363	(13,657)
58-85	33,055	(12,965)
59-86	33,741	(12,279)
60-87	34,420	(11,600)
61-88	35,095	(10,925)
62-89	35,760	(10,260)
63-90	36,419	(9,601)
64-91	37,070	(8,950)
65-92	37,707	(8,313)
66-93	38,340	(7,680)
67-94	38,963	(7,057)
68-95	39,573	(6,447)
69-96	40,167	(5,853)
70-97	40,750	(5,270)
71-98	41,323	(4,697)
72-99	41,883	(4,137)
73-2000	42,450	(3,570)
74-2001 *	43,017	(3,003)
75-2002 *	43,584	(2,436)
76-2003 *	44,151	(1,869)
77-2004 *	44,718	(1,302)
78-2005 *	45,285	(735)
79-2006 *	45,852	(168)
80-2007 *	46,419	399

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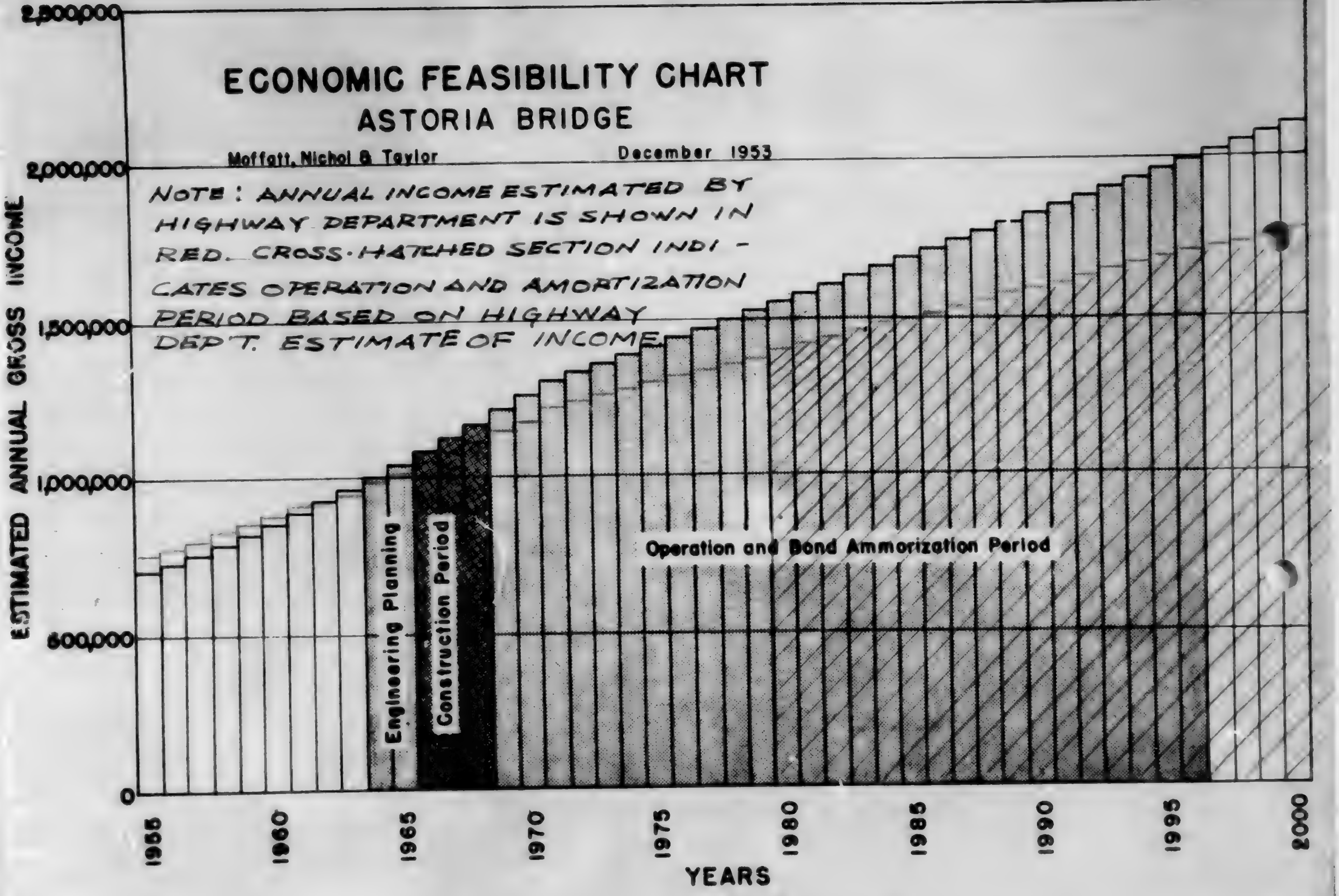
* Figures for years 1974-2001 through 1980-2007 projected on basis of 1973-2000 income.

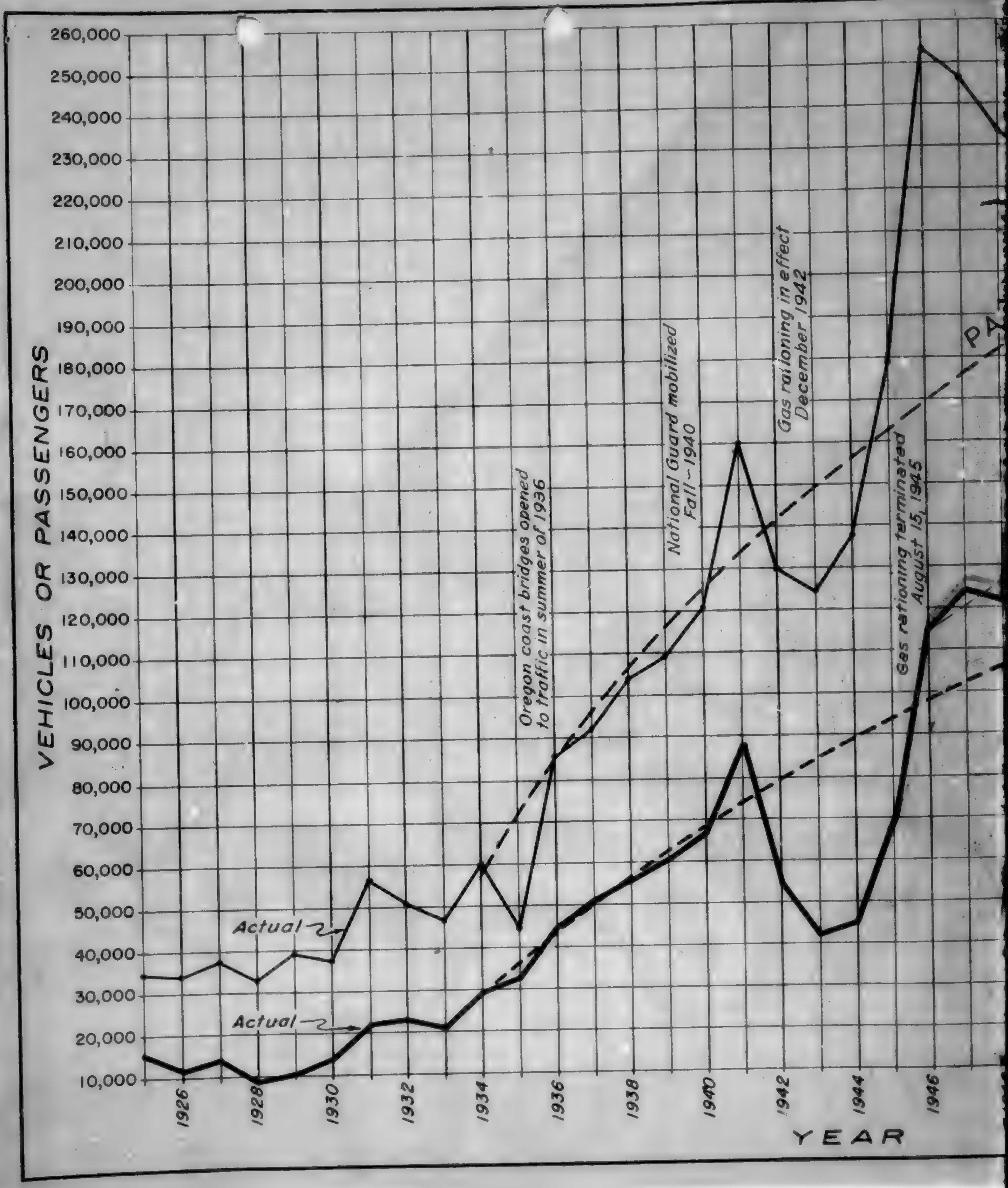


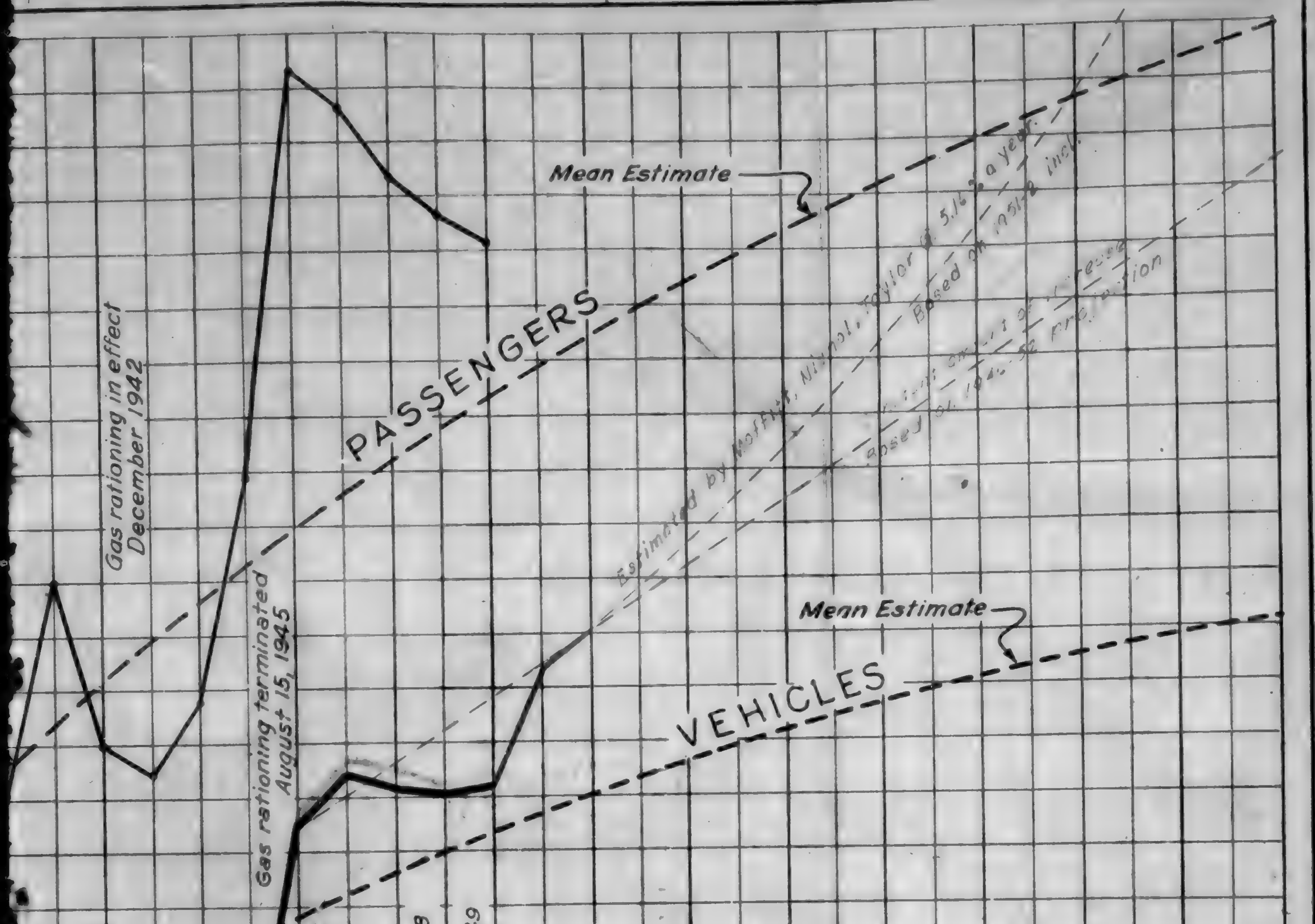
ECONOMIC FEASIBILITY CHART
ASTORIA BRIDGE

Moffatt, Nichol & Taylor December 1953

NOTE: ANNUAL INCOME ESTIMATED BY HIGHWAY DEPARTMENT IS SHOWN IN RED. CROSS-HATCHED SECTION INDICATES OPERATION AND AMORTIZATION PERIOD BASED ON HIGHWAY DEPT. ESTIMATE OF INCOME.

Fig. No. 4


VEHICLES OR PASSENGERS
260,000
250,000
240,000
230,000
220,000
210,000
200,000
190,000
180,000
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
1926
1928
1930
1932
1934
1936
1938
1940
1942
1944
1946
YEAR
Actual
Actual
Oregon coast bridges opened to traffic in summer of 1936
National Guard mobilized Fall - 1940
Gas rationing in effect December 1942
Gas rationing terminated August 15, 1945
PA



OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

PROJECTED TRAFFIC ON ASTORIA FERRY

Feb. 1950
January, 1946

Here is your chance to help Astoria. Now lets see you come through.

Astorian Evening Budget

An Independent Newspaper
Morning Astorian (1873) and Evening Budget (1892) Consolidated
Published every evening except Sunday by the Astorian Budget Publishing company 249 Duane street, Astoria, Oregon and entered in the postoffice at Astoria, Oregon, as second class matter

4 Astoria, Oregon, Monday, January 4, 1954

The States Should Help

The least the highway commissions of Oregon and Washington can do in the matter of a trans-Columbia river bridge here is to put up $12,500 apiece to match the sums offered by the Port of Astoria and Pacific county toward the cost of an engineering feasibility survey.

Both states have been quite neglectful of the lower Columbia river in the matter of highways, and the Oregon commission has thumbs-downed the idea of a bridge here.

Now there is a possibility of financing a bridge privately—if feasibility surveys show that cost can be matched with revenue.

The two states certainly owe it to this area to contribute comparatively small sums toward a feasibility survey, and to agree to cooperate with builders of a bridge in providing necessary connecting roads.

The Oregon highway commission should be the more willing to do the most it can because construction of a bridge would relieve it of the burden of ferry operation, which the commission seems to find irksome.

Preliminary Feasibility Report

Columbia River Bridge Crossing
Astoria, Oregon

for

Port of Astoria, Oregon

December 1, 1953

Moffatt, Nichol & Taylor
Engineers
607 Concord Building
Portland, Oregon

RECEIVED
DEC 1[illegible] 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

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APPENDIX

Estimated Annual Gross Income	Table No. I
Total Annual Vehicular and Passenger Traffic Astoria-Megler Ferry. . .	Fig. No. 1
Population Growth of the Pacific Northwest Area .	2
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I. General:

This preliminary engineering-economic feasibility report on the proposed toll bridge crossing of the Columbia River in the vicinity of Astoria, Oregon has been prepared at the request of the Port of Astoria.

II. Purpose of Report:

The purpose of this preliminary study and report is to determine if the project is sufficiently feasible from an economic standpoint to warrant the expenditure of funds by the Port for conducting traffic surveys and preparing preliminary engineering layouts, designs, and cost estimates.

III. General Information:

A. Vicinity Situation:

The local area, both in Oregon and in Washington, in the vicinity of the proposed bridge is sparsely populated and supports no large concentration of industry that will utilize the facility when completed. In fact, the principal purpose for endeavoring to obtain a bridge at this location is to increase tourist traffic on U.S. Highway No. 101 which, in turn, will increase the income to the Oregon and Washington coast areas from the tourist trade. At present, the through north and south traffic on the Oregon Coast generally travels via Otis Junction - McMinnville - Portland when proceeding as far north as Olympia, Washington or from Olympia south via the coast to locations south of Otis Junction. This is due in a large part to the lack of an efficient river crossing near the mouth of the Columbia River and to the low type highway, U.S. No. 30, on the south shore of the Columbia River between Astoria, Oregon and the toll bridge to Longview, Washington.

B. State Highway System:

In reviewing the feasibility of this project it becomes apparent that U.S. Highway No. 101 could be developed into an efficient through route for north and south traffic on the Pacific Coast, and if such development occurred, that the expected traffic on a bridge across the mouth of the Columbia River would make the construction of such a bridge economically feasible. However, a review of the concentrations of population, industry, and economic activity on the Pacific Coast indicates that, in general, these concentrations are located in the strip west of the Cascade and Sierra Nevada Mountains and east of the Coast Range. San Francisco and Los Angeles, California are two exceptions to the above general statement. Traffic flow maps of the States of Washington, Oregon, and

California indicate the high concentration of traffic on the routes in the area between the Cascades or Sierra Nevada Mountains and the Coast Range. With the present high demand on the budgets of the various states for highway construction it appears logical to assume that those routes through the concentrations of population and industry will receive first priority for construction funds and that alternate through routes for either tourist or scenic value will have a lower priority. For this reason, it appears that U. S. Highway No. 101 between San Francisco and the Washington Coast will not be developed into a major through route in the near future, and an expected traffic increase on a bridge across the mouth of the Columbia River due to this source will probably not occur at this time.

C. Interpretation of Data:

Because this report is to be used to determine the desirability of expending funds for further studies and is not to be used for final determination of the feasibility of the project, we have interpreted the collected data and made assumptions throughout the report in a manner to favor the project. Briefly, if the project is only remotely feasible we believe further study to be warranted and, hence, we have been as optimistic as possible in estimating future traffic volume and in estimating construction costs.

IV. Traffic Volume Estimates:

A. The determination of future traffic on a toll facility is based on the following factors:

1. Present traffic on an existing facility, which in this case are the ferries that operate between Astoria, Oregon, and Megler, Washington.
2. Traffic generated by the new facility due to its convenience for the public or due to increased economic activity in the vicinity of the new facility.
3. Traffic diverted from other existing routes to the route of the new facility.
4. Per capita vehicle mileage increase trend which has occurred in this country for the past several years.
5. Population and economic activity growth factor for the specific and general area in which the facility is to be located.
6. Toll rates for using the facility.

Each of the above traffic volume factors is discussed in detail in paragraphs B through F below, and in Section V.

B. Present Traffic on Astoria-Megler Ferries:

The traffic count on the existing ferry system has been obtained from the Oregon State Highway Department and is shown on Figure No. 1 in the Appendix of this report. Note that the 1952 count was 150,595 vehicles and 270,126 passengers other than vehicle drivers. In order to arrive at a 1955 estimate of ferry traffic, we have projected the 1951 - 1952 volume line on the same slope to obtain 175,200 vehicles in 1955. Converting the passenger traffic to an equivalent of 35,200 vehicles per year by applying the toll revenue ratio of $0.25 per passenger to $1.90 average per vehicle, we arrive at the equivalent estimated total 1955 traffic volume on the ferries of 210,400 vehicles.

C. Traffic Generated by a Bridge:

1. We have assumed that the traffic from the local vicinity will at least double when a bridge is provided. To obtain a measure of this volume of traffic we have assumed that fifty per cent of the average monthly traffic for the months of October, 1952 through April, 1953 is representative. This average monthly rate is 7762 vehicles or an expected local traffic increase of 3881 vehicles per month or 46600 vehicles per year.

2. It is well known that many Oregon residents in the Willamette Valley area desire a convenient route to the Washington beaches, and that Washington residents in the Puget Sound area will avail themselves of the Oregon beaches when a convenient route to them is available. Reliable data does not now exist on this expected traffic, but for this study we have used a volume of 30,750 vehicles that could be anticipated in 1955. This represents an increase of approximately 14.6% of the 1955 anticipated ferry volume.

3. Obviously, the construction of the bridge will generate increased through tourist traffic on U.S. Highway No. 101, but, as mentioned earlier in this report, the efficiency of this highway throughout its length will control this item materially. For this study we have assumed an increased volume of approximately 14.6% of the anticipated ferry volume for 1955 or 30,750 vehicles per year.

4. A summary of the expected 1955 traffic to be generated by the bridge as stated in Items 1, 2, and 3 above follows:
   (1) Local traffic = 46,600 vehicles annually
   (2) Ore-Wash beach traffic = 30,750 " "
   (3) Increased through traffic = 30,750 " "
   Total traffic generated 1955 - 108,100 vehicles annually

D. Traffic Diverted From Other Routes:

The principal source of traffic to be diverted to the bridge from other existing routes is that traffic now proceeding north or south from points north of Olympia, Washington and south of Otis Junction, Oregon which follows the route through McMinnville and Portland, Oregon. A measure of the volume of this traffic can be obtained from the 1952 report on the traffic station at Otter Rock, Oregon which reported a daily average traffic count of 2048 vehicles of which 448 (21.9%) were vehicles with out-of-state licenses. If we assume that two-thirds of these vehicles will travel from or to points as far north as Olympia, Washington, this volume will be 299 vehicles daily. Assume that an additional twenty vehicles per day with Oregon licenses will also have the same destinations making a total of 319 vehicles per day average available to divert to the bridge route on Highway No. 101 through Astoria. The percentage of this traffic that will be diverted can only be assumed, but, if consideration is given to the fact that part of it will have specific reasons for traveling through the Portland area, and the fact that a part of the traffic will take a loop route proceeding across the bridge one way and returning through Portland via State Highway No. 18 and Otis Junction, it becomes apparent that the majority of the two way volume will not be diverted. For this study, we have assumed that 45% will be diverted or 144 vehicles average daily which is 52,500 vehicles annually.

E. Per Capita Vehicle Mileage Increase Trend:

Records of the Oregon State Highway Department indicate that the average yearly mileage vehicles are driven per capita has increased 25% in the past 16 years for an annual increase of 1.56%. For this study we have assumed that this rate of increase will continue for an additional 16 years and then the mileage per capita will remain constant. The basis for this assumption was obtained from the report "People, Jobs and Income on the Pacific Coast, 1949 - 1960" prepared by the Pacific Coast Board of Intergovernmental Relations which indicates that as population increases the average yearly income to individuals will decrease slightly. Such an average economic decrease will affect vehicle mileage per capita, hence our assumption that it will remain constant after an additional sixteen years.

F. Population Growth Factor:

Predictions of population growth for the Pacific Northwest and the Pacific Coast States have been made by many individuals and organizations. In our opinion, the most reliable predictions are those of the Columbia Basin Inter-Agency Committee, the

Pacific Coast Board of Intergovernmental Relations and the National Association of Manufacturers. The Columbia Basin Inter-Agency Committee has made three estimates of population growth for the Pacific Northwest (low, medium, and high) and their high, or most optimistic estimate, checks very closely with the estimates of the other two organizations mentioned above. For this reason, we have used the Columbia Basin Inter-Agency Committee's highest estimates of population growth for the Pacific Northwest which are as follows:

1950 = 100%
1960 = 128%
1975 = 184%

Figure No. 2 in the Appendix of this report depicts graphically the population growth factor used herein.

G. Recapitulation of Bridge Traffic Volume Estimate:

Par. B.	1955 Estimated Ferry Traffic	= 210,400	Vehs/Yr.
Par. C.	Generated Traffic	= 108,100	" "
Par. D.	Diverted Traffic	= 52,500	" "
	Estimated Bridge Traffic 1955	= 371,000	Vehs/Yr.

The vehicle mileage increase per capita and the estimated population growth factors have been applied to the estimated 1955 bridge traffic to obtain an estimated traffic volume for each year from 1955 through 1984. The results of this extension of data are listed in Table No. 1, "Estimated Annual Gross Income", bound in the Appendix of this report. Total estimated vehicular traffic on the bridge is also shown graphically in Fig. No. 3 bound in the Appendix.

V. Toll Rates and Expected Gross Income:

A. Passenger Car Toll Rates:

The toll rate established for a highway facility is controlled, both minimum and maximum, by the rate at which revenue need be earned by the facility, and by the highest toll rate which will result in maximum revenue. If the rate of toll is placed too high, the result may be less volume of traffic and less gross annual income. Therefore, it is necessary to determine the optimum toll rate that the traffic will pay without major loss of traffic volume.

A review of toll rates on other major bridges indicates that toll rates for a passenger vehicle and driver are seldom in excess of one dollar with the majority varying from fifty to eighty-five cents. Lower rates for round trip commuter traffic are common. The proposed bridge at Astoria will be, however, a long structure crossing a major waterway and it can reasonably be expected that the public will readily pay a higher than average toll rate for using it. The present ferry toll for a passenger car and driver is one dollar and twenty-five cents and this rate will have some bearing on the optimum bridge toll to be established. It is our opinion that the optimum toll will not exceed one dollar and sixty cents for a passenger car and driver, and we have used that rate in this study. It is interesting to note that in 1933 the same toll rate was proposed for a bridge at Astoria at a time when construction costs were less than one-half the present costs. However, toll rates are affected by public acceptance of rate and they have not increased in proportion to either construction or operating costs of highway or bridge facilities.

B. Average Toll Rates:

Average toll rates per vehicle are the result of total toll income from passenger, freight and public carrier vehicles divided by the total number of vehicles using the facility. Establishment of toll rates for commercial vehicles can be based either on total gross tonnage capacity or by number of axles or wheels. The present ferry tolls are established by length of vehicle plus twenty-five cents per ton of truck content. The maximum toll on the ferries is $4.25 for a fifty-five foot truck plus $0.25 per ton of truck content. Due to the speed required in collecting tolls on a bridge this system cannot be used.

The traffic count on the ferries indicates that approximately 36.5% of the total traffic is composed of commercial vehicles. The toll rate for these vehicles on a bridge should be lower than on the ferries in order to stimulate a higher volume of commercial traffic which, in general, is a steady volume throughout the year. For this reason, we have selected an average rate for all commercial vehicles of $2.50 each. Using this rate, the average toll for all vehicles will be $1.928. For this report we have used an average toll for all vehicles of $1.90 each.

C. Expected Gross Income:

From the expected annual vehicle traffic estimates developed in Section IV of this report and the average toll per vehicle, the expected gross income per year is obtained. This income is recorded on Table No. 1 in the appendix of this report.

VI. Construction Cost of Bridge:

A. Location:

To some extent the location of the bridge will affect its total construction cost. In general, sites east of Astoria near Jim Crow Point and Three Tree Point present more economically efficient crossing sites. However, these sites have the disadvantage of increased highway mileage to use the bridge, and they also require extensive highway construction on the Washington side of the river to connect the sites with the existing highway system. The final site location for the bridge will require detailed engineering and economic studies and such a selection will not be attempted in this report.

B. Construction Cost:

Since the exact site of the bridge cannot now be determined it is impossible to obtain accurate preliminary construction cost estimates. As a guide, we have the reported estimated cost of a bridge in 1933, the costs of crossings in 1941 as reported in the Oregon State Highway Department's Columbia River Bridge Crossings study and a cost estimate prepared by ourselves for a crossing from Astoria, Oregon to Megler, Washington. The costs of 1933 and 1941 must be adjusted due to advances in highway design and requirements for wider roadbeds, as well as for the ratio of construction costs of those dates to those of the present. Adjustments of the previously reported costs result in expected present day costs varying from $15,900,000 to $19,000,000. Our preliminary cost estimate, based on the information now available, indicates that a crossing at Astoria to Megler should cost approximately $15,000,000 for construction with other costs as reported in Section VII that follows. We have used an estimated construction cost of $15,000,000 in this report.

VII. Other Costs of Facility:

A. Administrative and Engineering Costs:

During the planning and construction period of the project an administrative and engineering organization must be established and operated. Experience indicates that the costs for the administrative services will average approximately one per cent of the construction cost and that the total engineering costs, including design and construction supervision, will average approximately five and one-half per cent for a total overhead cost for construction of six and one-half per cent or $975,000.00.

B. Financing Costs:

Financing costs include the difference between the face value of the revenue bonds issued and the income from their sale. This discount varies with different bond issues, but we have been informed by investment authorities that a discount of four per cent can reasonably be expected in this case. A further cost is the interest on the bonds during the construction period less the interest earned on short term investments of unexpended funds during construction. A review of recent revenue bond issues leads to the conclusion that an issue on this project, if economically feasible, will require bonds that yield four per cent per annum on the face value of the bonds.

C. Recapitulation of Total Initial Costs:

Bond Issue of $ 17,600,000.00

Yield to bridge authority 96.0%	=	$ 16,900,000
Administration & Engineering Costs 6.5%	=	- 975,000
		15,925,000
Interest on bonds during construction 2 yrs. @ 4%/year		- 1,408,000
		14,517,000
Interest earned on short term investment		
Approx. 1.75% on $ 15,425,000		271,000
Approx. 1.75% on 5,000,000		88,000
Total for net construction cost	=	$ 14,876,000

From the above it appears that the total face value of a revenue bond issue to provide capital to construct the project will be $17,600,000.00.

VIII. Annual Expense:

A. Operating Expense:

Estimated annual operating costs for the completed structure are as follows:

1.	Executive and Administrative Costs.	$ 15,000.00
2.	Insurance, including all risk on structure, liability, and loss of operation . .	37,500.00
3.	Advertising.	20,000.00
4.	Toll collection costs.	18,500.00
5.	Electric Power.	3,000.00
6.	Emergency traffic service costs	1,000.00
7.	Maintenance of structure.	60,000.00
	Total estimated annual operating cost =	$ 158,000.00

The above insurance rate has not yet been formally confirmed by any group of underwriters. It was obtained by comparison with the rate on other bridge structures with an adjustment for increased hazard on the all risk clause. It is our opinion that the actual insurance costs will be somewhat lower than the estimated fugure used above, but accurate rates cannot be determined until more detailed information on the bridge is developed.

B. Interest on Bond Issue:

Initially, the annual interest on the bond issue will be 4.0% of $17,600,000 or $704,000.00. If the bonds are issued in series so that a portion of them can be ammortized at varying dates, then the annual interest costs can be reduced in future years.

C. Recapitulation of Annual Expense:

1.	Estimated annual operating budget	=	$ 158,000.00
2.	Annual interest on bonds	=	704,000.00
	Total estimated annual expense	=	$ 862,000.00

IX. Annual Revenue vs Expense and Bond Ammortization:

A glance at the estimated annual income shown on Table No. 1 in the Appendix will reveal that the estimated gross income for the year 1955, if the bridge were completed, is insufficient to defray the annual estimated operating expense and interest on the bond issue. Obviously, no funds are then available for a sinking fund to ammortize the bonds. This fact leads to the questions of what income is required from the facility to pay all expenses and to ammortize the bond issue and, on the basis of this report, at what date can such an income be expected for the facility?

The following computations indicate the answer to both questions:

Assume:

1. Two bond series, one for $6,000,000 for 15 years and one for $11,600,000 for 30 years. Both series at 4.0% interest annually.
2. Construction costs remain constant during the future years considered.
3. Investment security rate of net earnings vs reserve for ammortization of bonds as 1.35 minimum to attract bond purchasers.

Total gross funds that must be received from operation of the facility over a thirty year bond period (assume twenty-eight year operating period) are as follows:

28 year operating expense @ $158,000	=	$ 4,740,000
Int. @ 4%/yr. on $17,600,000 for 15 yrs.	=	10,560,000
Int. @ 4%/yr. on $11,600,000 for 15 yrs.	=	6,960,000
Ammortization of face value of bonds	=	17,600,000
35% investment security of bond value	=	6,160,000
Total revenue required for 28 year period	=	$ 46,020,000
Average annual income required	=	
$ 46,020,000/28	=	$ 1,644,000

The date of economic feasibility of the project can now be determined by finding the 28 year operating period that will return $46,020,000 gross income. The average income for that period is $1,644,000 as stated above. Referring to Table No. I in the Appendix, we find that the gross income in 1983 is estimated to be $1,655,000 and that the 28 year period from 1969 to 1996 inclusive will have a gross income of $45,914,000 and the period 1970 to 1997 will have a gross income of $46,756,000. Therefore, the year 1969 appears to be the first year of economic feasibility for a 28 year operating period that will pay all costs, ammortize the bonds, and provide approximately thirty-five per cent investment security.

Figure No. 4 in the appendix of this report shows graphically the future feasibility of the project.

X. Conclusions:

A. The proposed bridge to cross the Columbia River at or near Astoria, Oregon does not appear to be economically feasible at this date.

B. Assuming that construction costs do not materially increase in future years, and that population growth trends for the Pacific Coast follow those predicted herein, the approximate date for the first year of economically feasible operation of the proposed bridge is 1969.

XI. Recommendations:

A. We recommend that the Port of Astoria spend no funds for further traffic surveys or engineering studies on the subject project at this time.

B. We further recommend that the Port closely observe future population growth trends for the Pacific Coast, maintain a contact with the Oregon State Highway Department for reports on future traffic volume surveys, and be alert for other factors that may hasten the economic feasibility of the project. We suggest that a bi-annual review of these factors and their affect on this report will be well worth the effort.

Respectfully submitted,

Moffatt, Nichol & Taylor

Guy H. Taylor

ESTIMATED ANNUAL GROSS INCOME
ASTORIA BRIDGE

A	B	C	D	E	F
Year	Mileage Increase per Capita	Estimated Population	Increase Ratio (B x C)	Estimated Volume Traffic 1955 ('50 T. E. xD)*	Estimated Gross Income (Toll x E)**
	Ratio of 1955	% of 1950	%	Total vehs/yr.	$ per year
1955	1.000	114.0	114.0	371,000	$ 705,000
56	1.0156	116.8	118.6	387,000	735,000
57	1.0312	119.6	123.3	402,000	764,000
58	1.0468	122.4	128.1	418,000	794,000
59	1.0624	125.2	133.0	434,000	825,000
60	1.0780	128.0	138.0	450,000	855,000
61	1.0936	131.7	144.0	469,000	891,000
62	1.1092	135.4	150.2	490,000	931,000
63	1.1248	139.2	156.6	511,000	971,000
64	1.1404	142.9	163.0	531,000	1,009,000
65	1.1560	146.6	169.5	553,000	1,051,000
66	1.1716	150.4	176.2	574,000	1,091,000
67	1.1872	154.1	182.9	596,000	1,132,000
68	1.2028	157.8	189.8	619,000	1,176,000
69	1.2184	161.6	196.9	642,000	1,220,000
70	1.2340	165.3	204.0	665,000	1,264,000
71	1.2496	169.0	211.2	689,000	1,309,000
72	1.2500	172.8	216.0	704,000	1,338,000
73	1.2500	176.5	221.0	720,000	1,368,000
74	1.2500	180.2	225.3	734,000	1,395,000
75	1.2500	184.0	230.0	750,000	1,425,000
76	1.2500	187.7	234.6	765,000	1,454,000
77	1.2500	191.4	239.3	780,000	1,482,000
78	1.2500	195.2	244.0	795,000	1,511,000
79	1.2500	198.9	248.6	810,000	1,539,000
80	1.2500	202.6	253.3	826,000	1,569,000
81	1.2500	206.4	258.0	841,000	1,598,000
82	1.2500	210.1	262.6	856,000	1,626,000
83	1.2500	213.8	267.3	871,000	1,655,000
84	1.2500	217.6	272.0	887,000	1,685,000

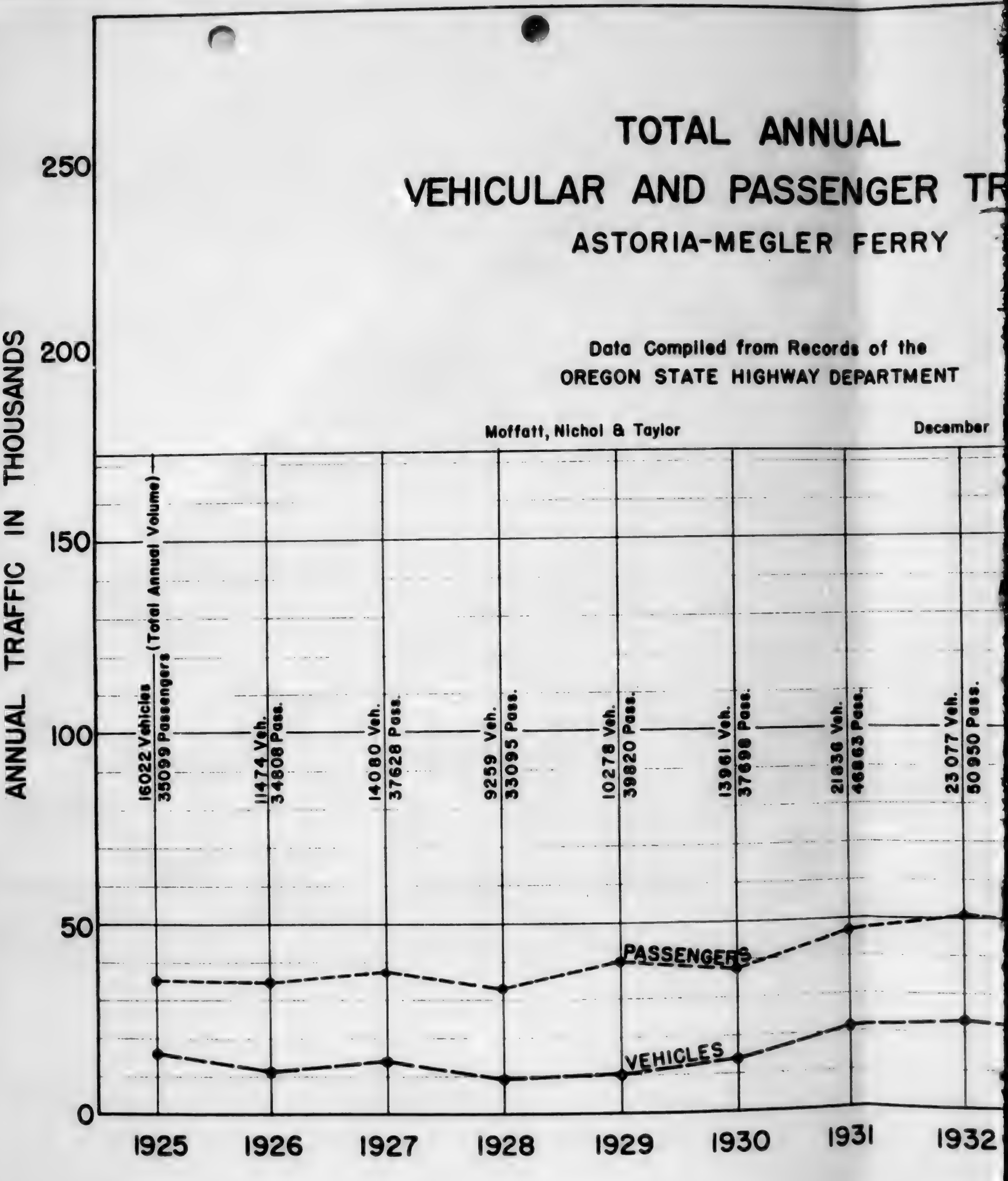
Total = $ 36,368,000

* 1950 adjusted traffic estimate (1950 T.E.) = 371,000/1.14 = 326,000 vehicles annually.

** Estimated average toll = $ 1.90 per vehicle.

TABLE NO. I

December, 1953



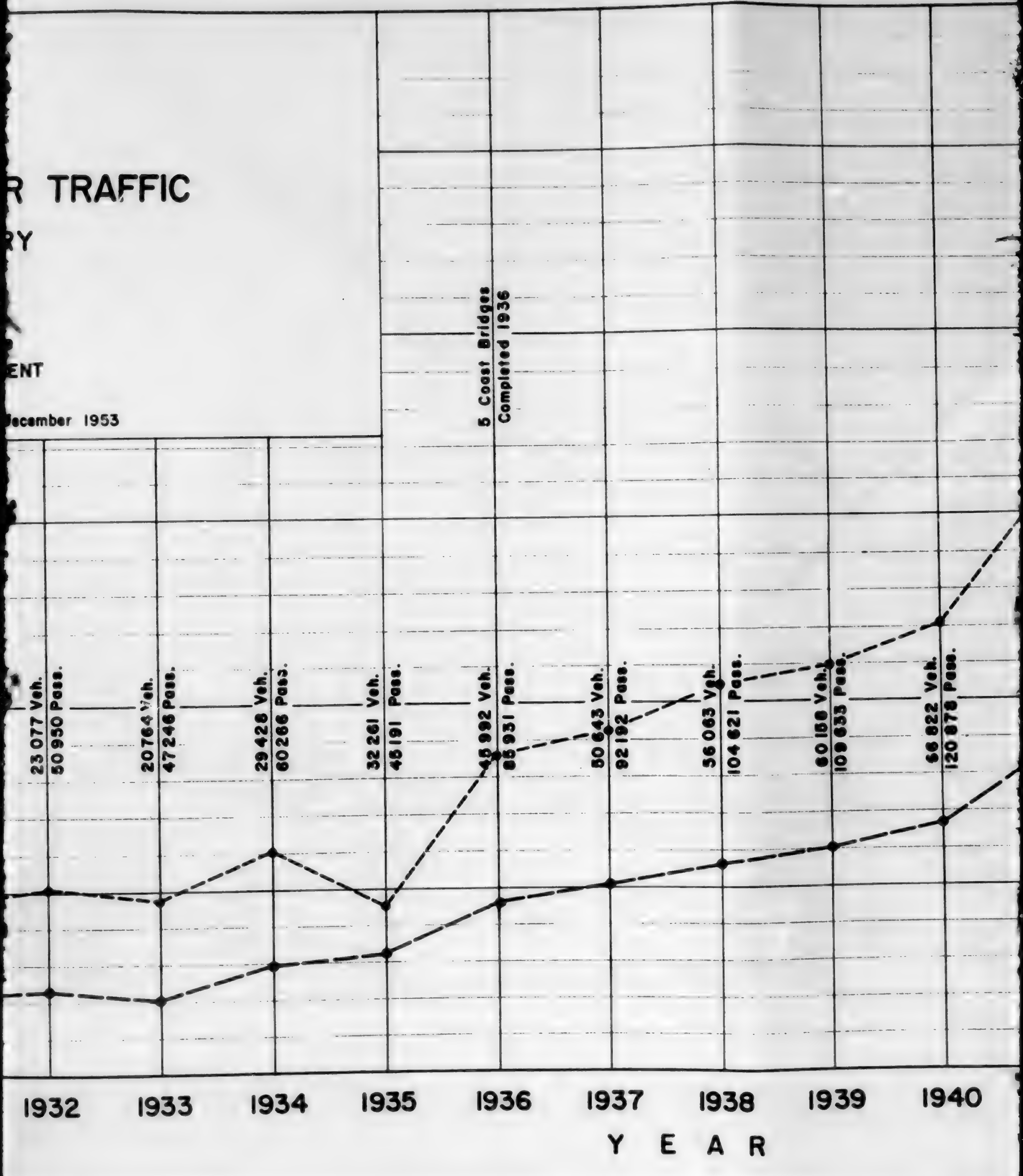
TOTAL ANNUAL
VEHICULAR AND PASSENGER TR

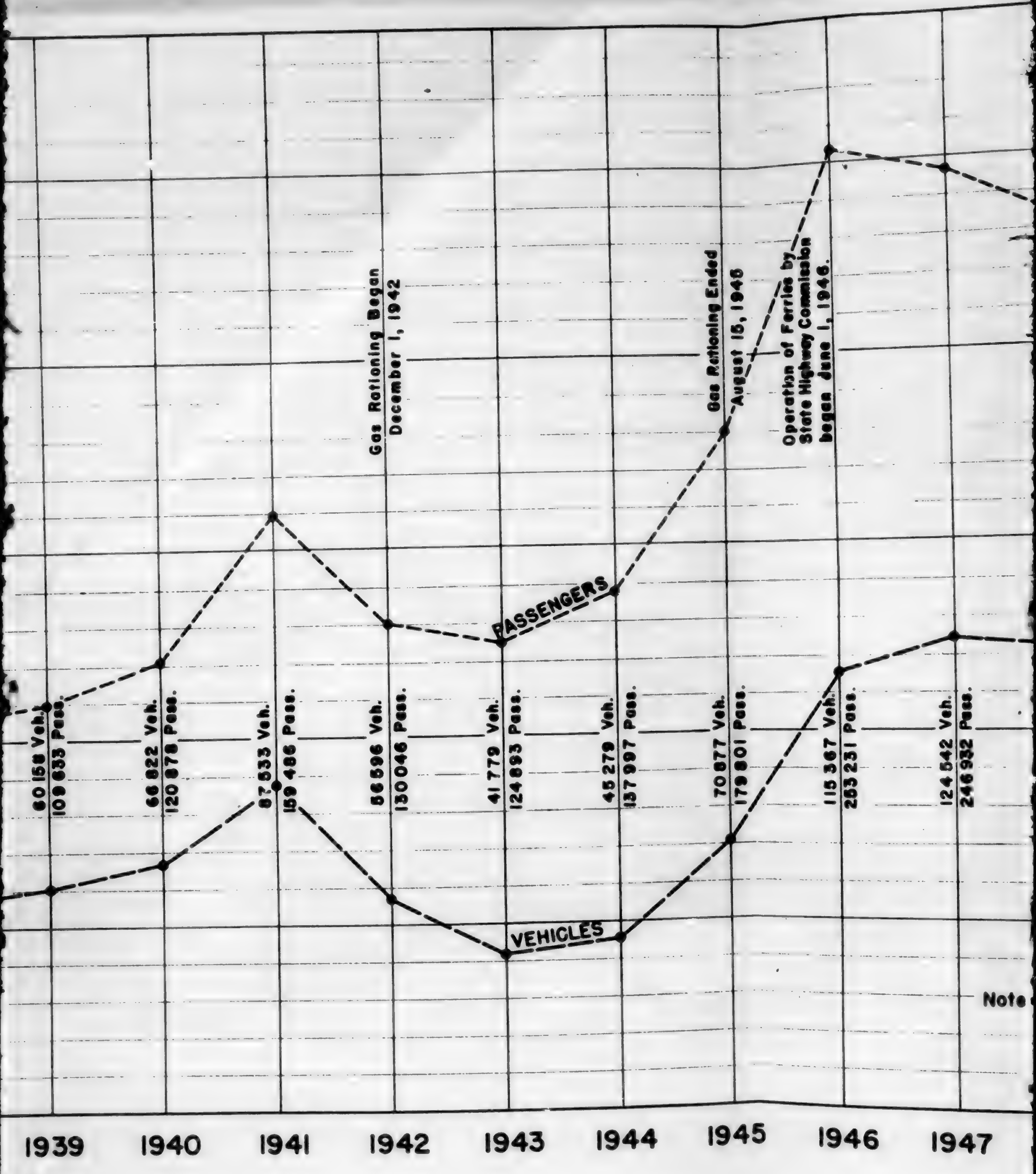
ASTORIA-MEGLER FERRY

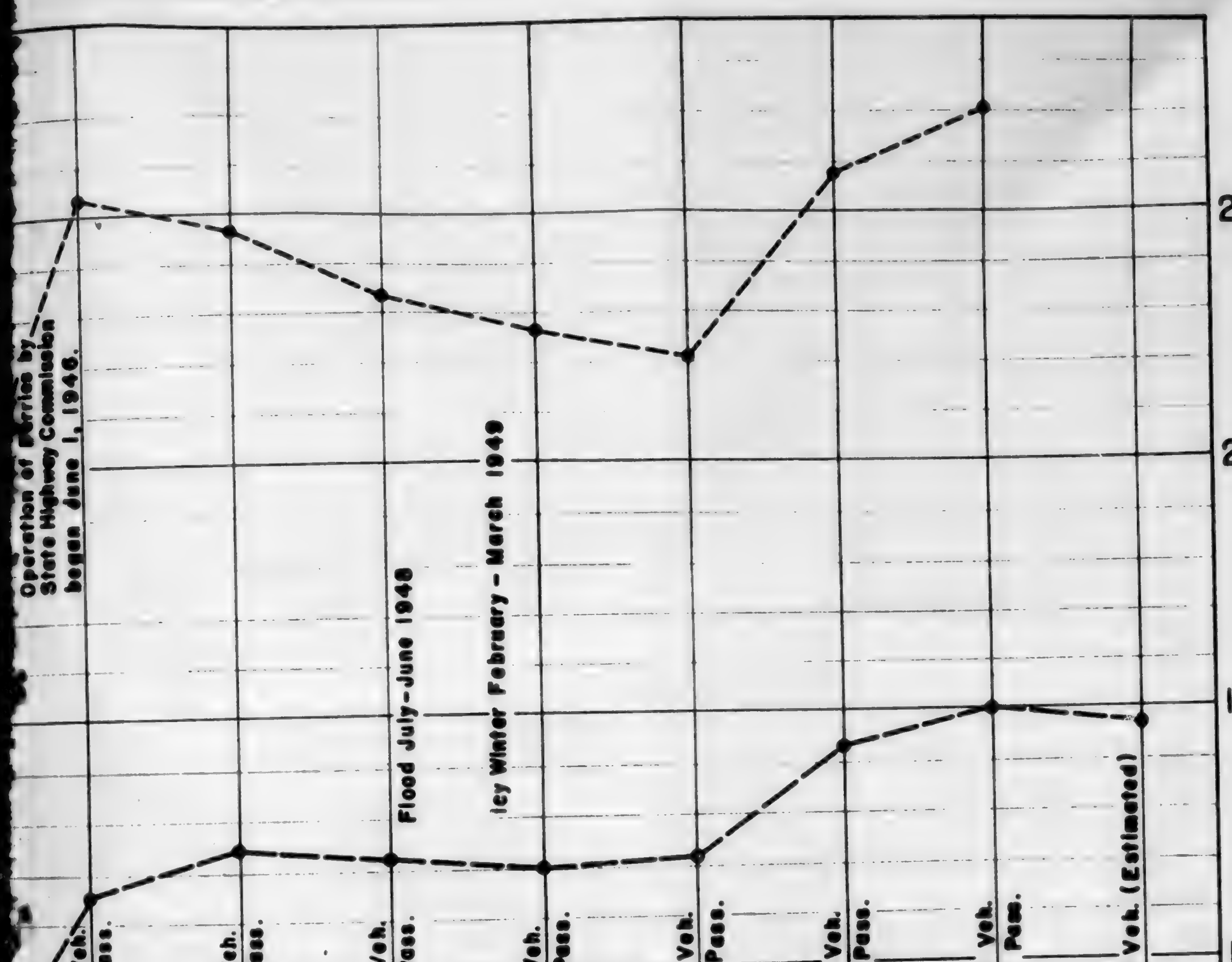
Data Compiled from Records of the
OREGON STATE HIGHWAY DEPARTMENT

Moffatt, Nichol & Taylor

December

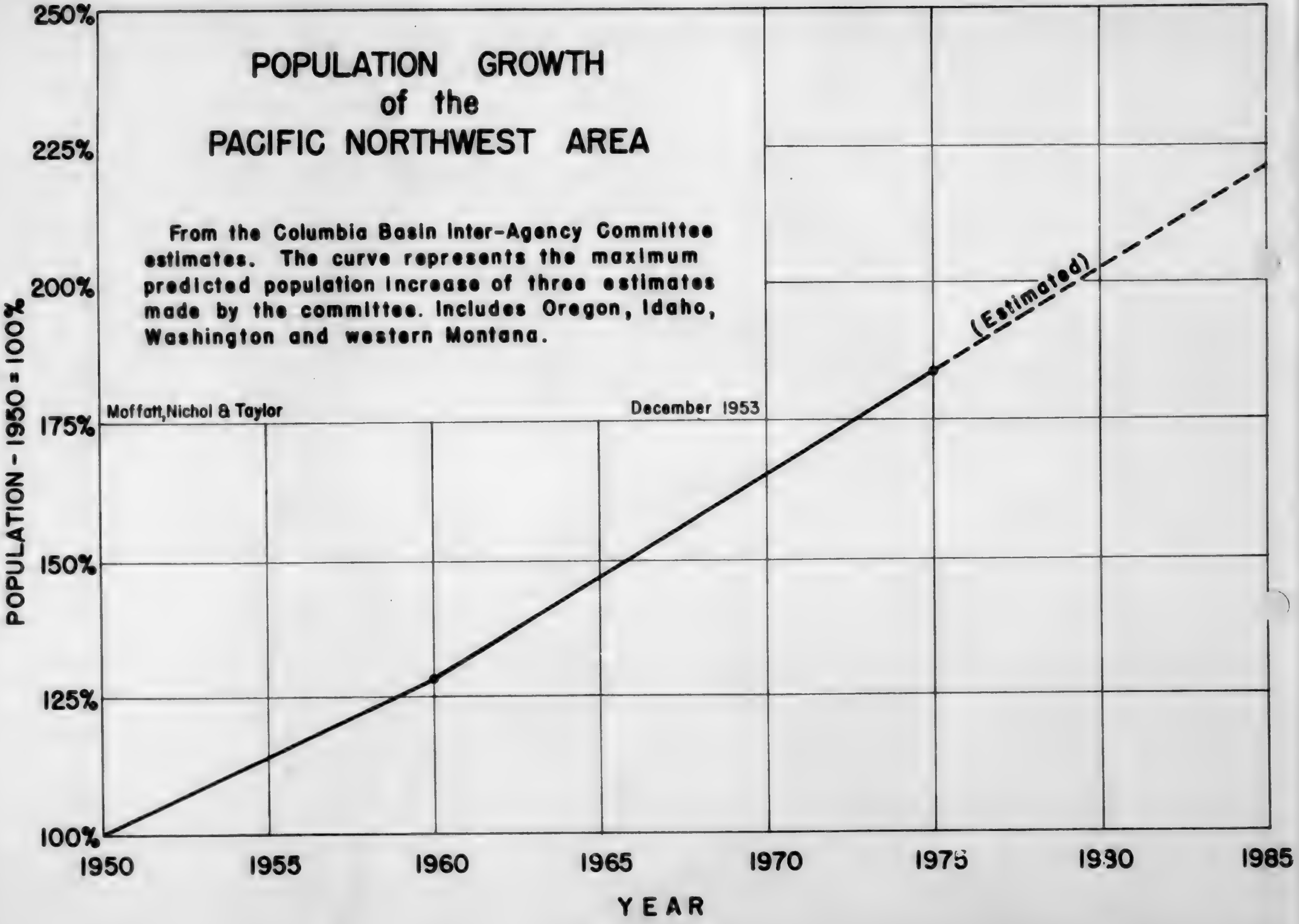

R TRAFFIC
RY
ENT
December 1953
5 Coast Bridges Completed 1936
23 077 Veh.
50 950 Pass.
20764 Veh.
47246 Pass.
29 426 Veh.
60266 Pass.
32 261 Veh.
45 191 Pass.
45 992 Veh.
85 931 Pass.
50 643 Veh.
92 192 Pass.
56 063 Veh.
104 621 Pass.
60 158 Veh.
109 653 Pass.
66 822 Veh.
120 878 Pass.
1932
1933
1934
1935
1936
1937
1938
1939
1940
Y E A R


Gas Rationing Began December 1, 1942
Gas Rationing Ended August 15, 1945
Operation of Ferries by State Highway Commission began June 1, 1946.
PASSENGERS
VEHICLES
60 158 Veh. 109 633 Pass.
66 822 Veh. 120 878 Pass.
87 533 Veh. 159 486 Pass.
56 596 Veh. 130046 Pass.
41 779 Veh. 124 893 Pass.
45 279 Veh. 137 997 Pass.
70 877 Veh. 179 801 Pass.
115 367 Veh. 263 251 Pass.
124 542 Veh. 246 932 Pass.
Note
1939
1940
1941
1942
1943
1944
1945
1946
1947



Note: "Passengers" include all persons riding on ferries except drivers of vehicles.

Fig. No. 1



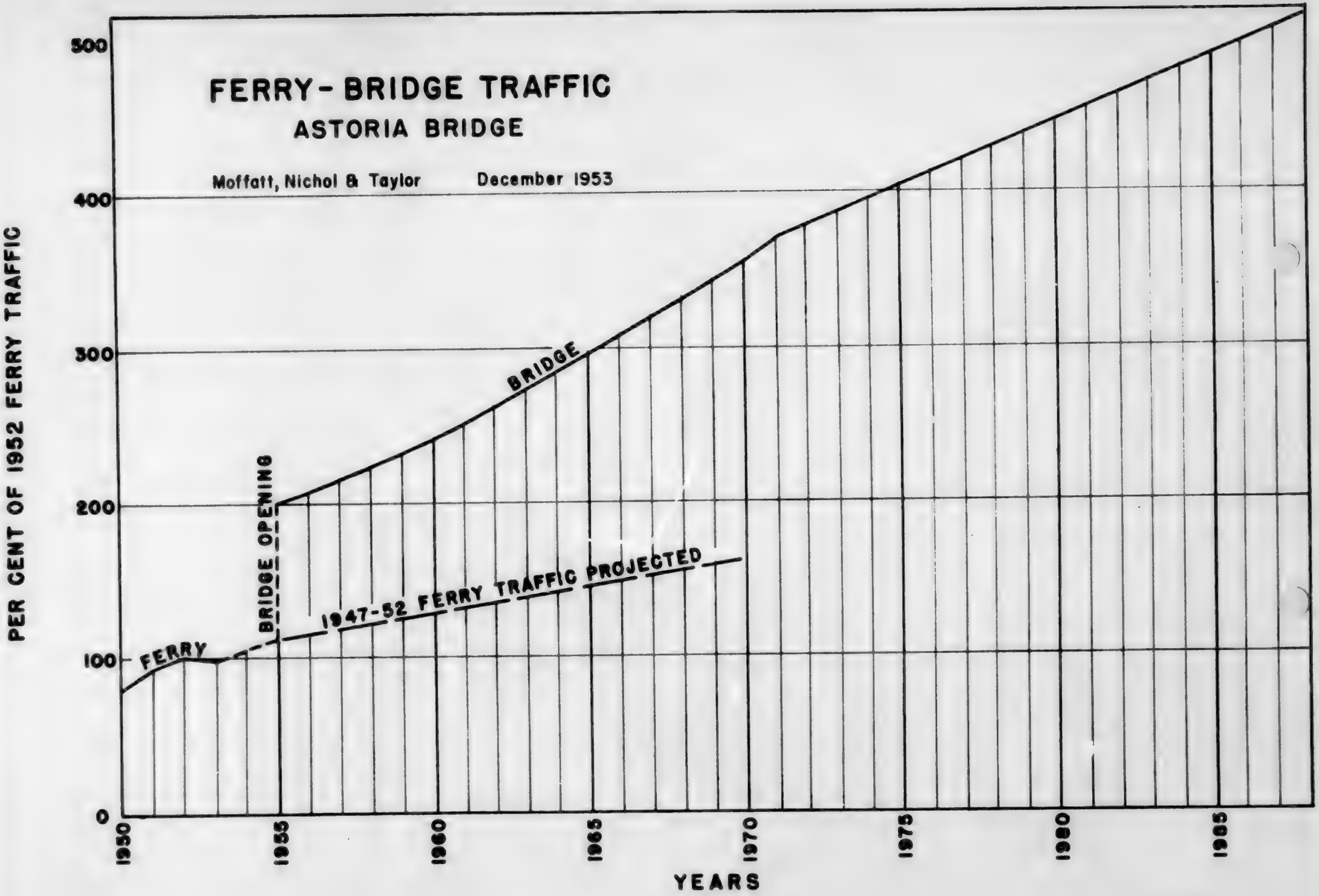
POPULATION GROWTH
of the
PACIFIC NORTHWEST AREA

From the Columbia Basin Inter-Agency Committee estimates. The curve represents the maximum predicted population increase of three estimates made by the committee. Includes Oregon, Idaho, Washington and western Montana.

Moffatt, Nichol & Taylor

December 1953

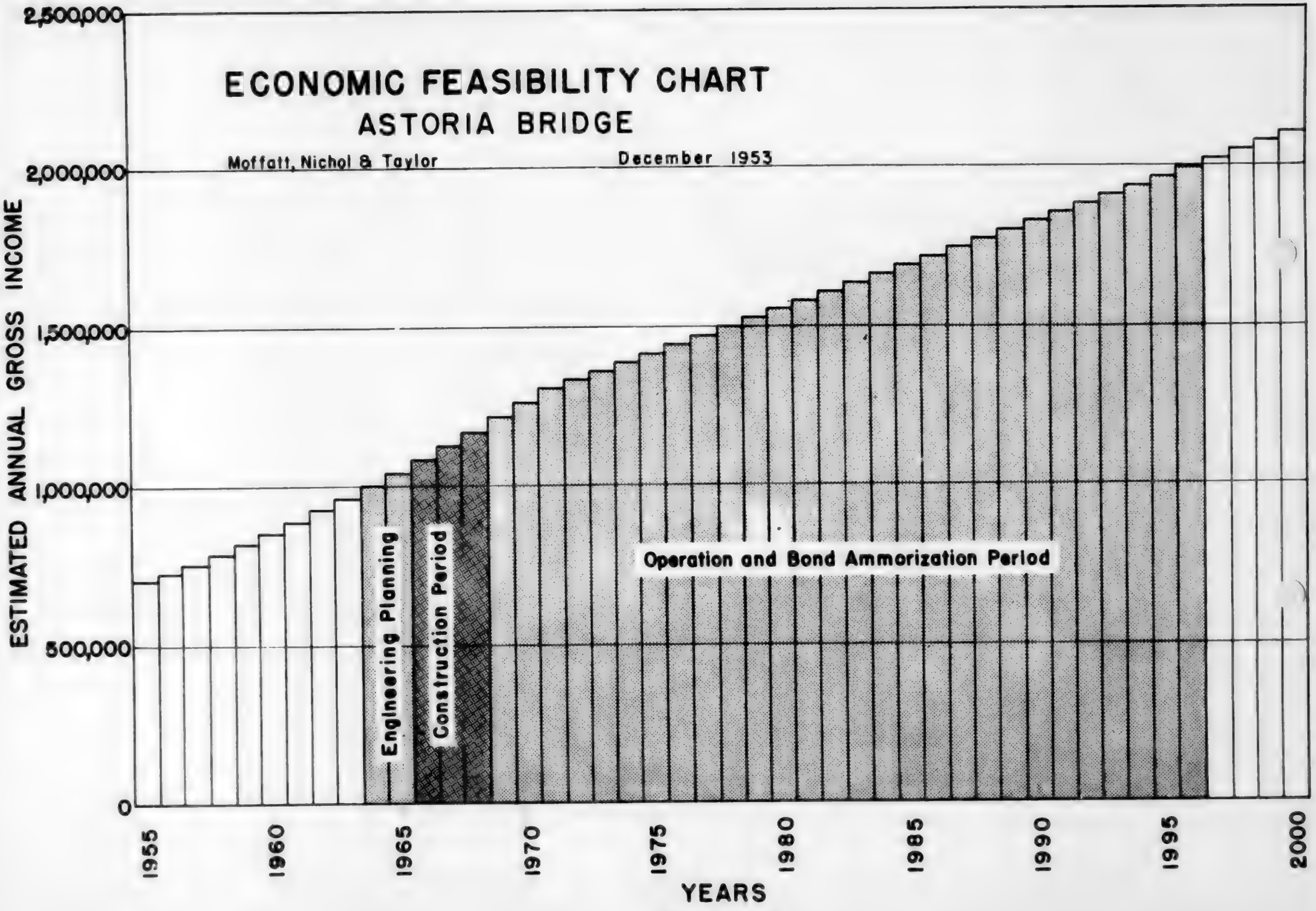
Fig. No. 2



FERRY - BRIDGE TRAFFIC
ASTORIA BRIDGE

Moffatt, Nichol & Taylor December 1953

Fig. No. 3



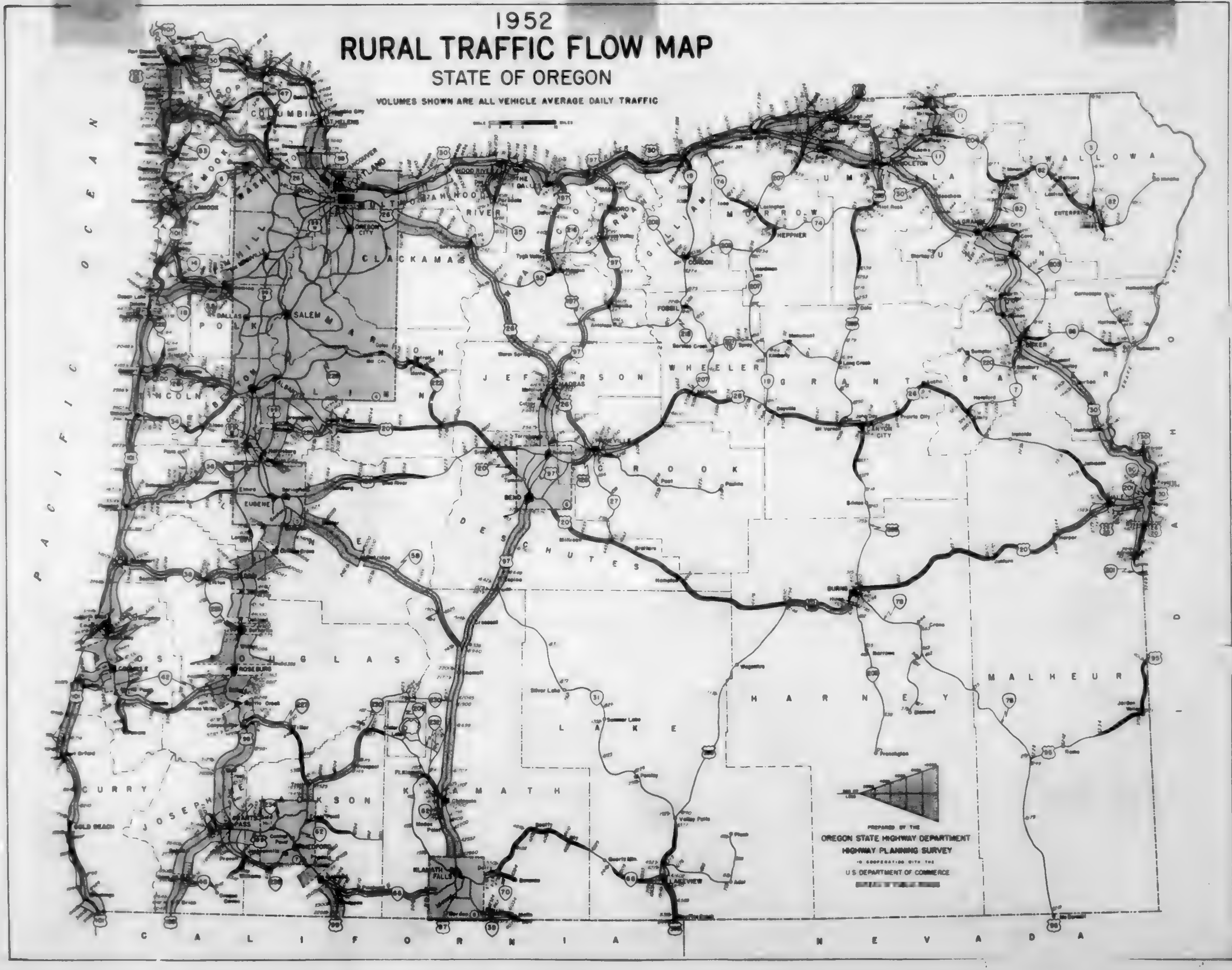
ECONOMIC FEASIBILITY CHART
ASTORIA BRIDGE

Moffatt, Nichol & Taylor December 1953

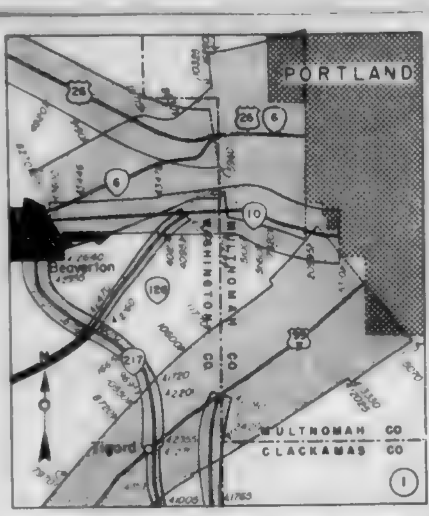
Fig. No. 4

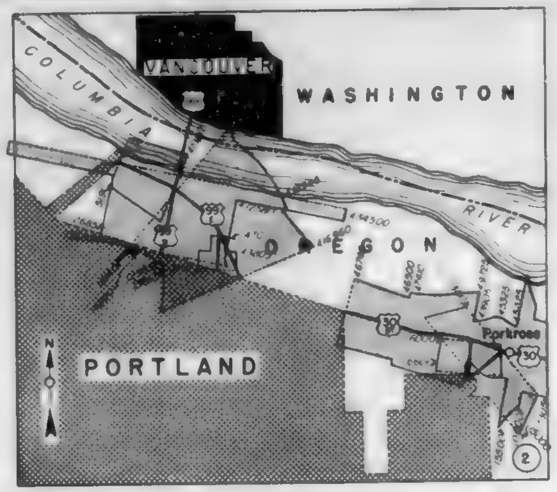
1952
RURAL TRAFFIC FLOW MAP
STATE OF OREGON

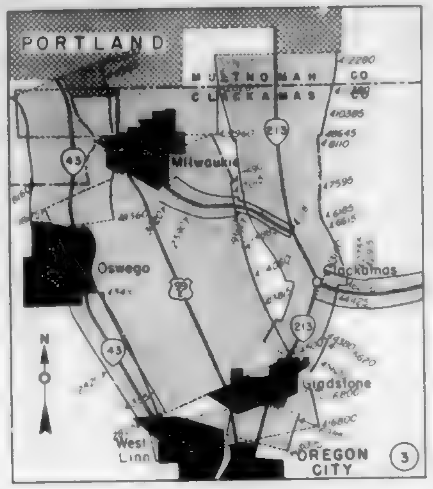
VOLUMES SHOWN ARE ALL VEHICLE AVERAGE DAILY TRAFFIC

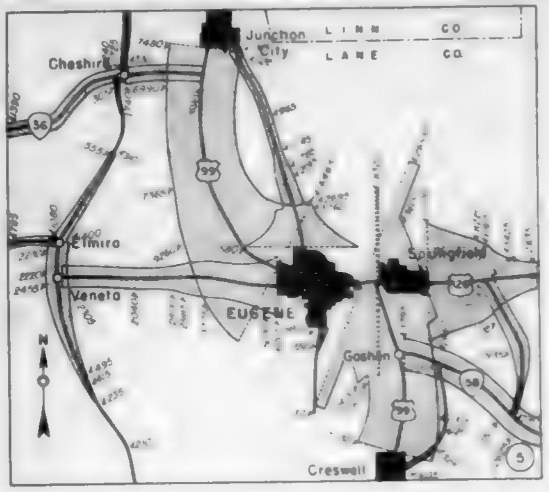


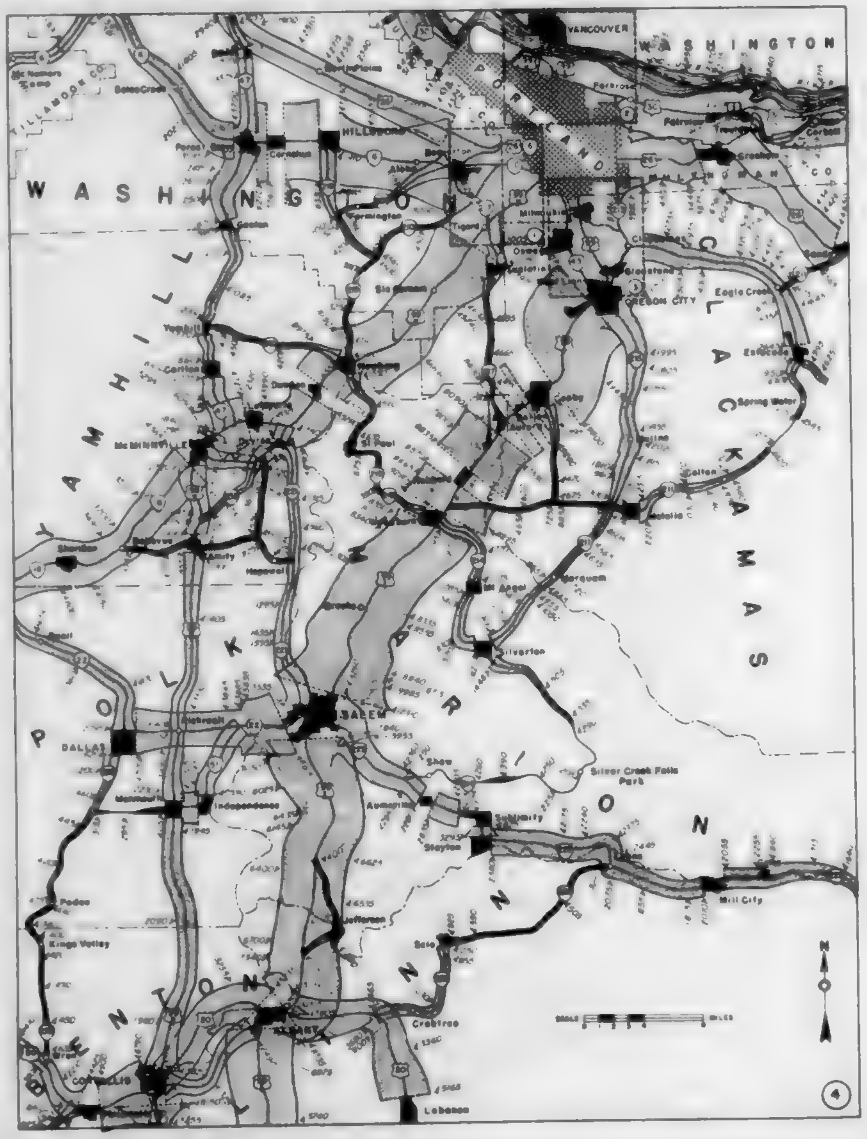
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
HIGHWAY PLANNING SURVEY
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
[illegible]

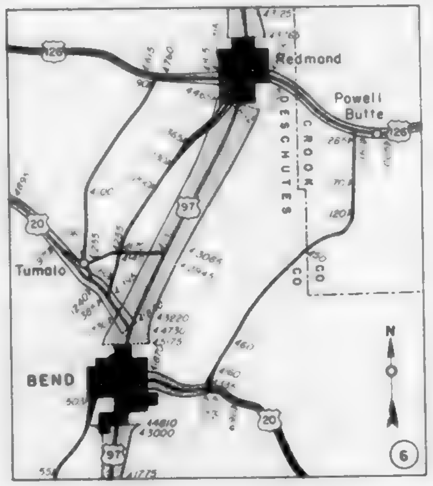


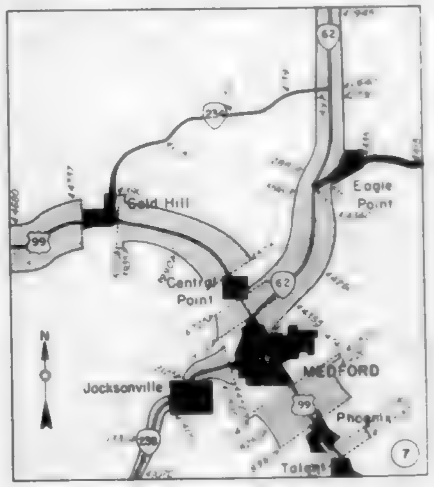


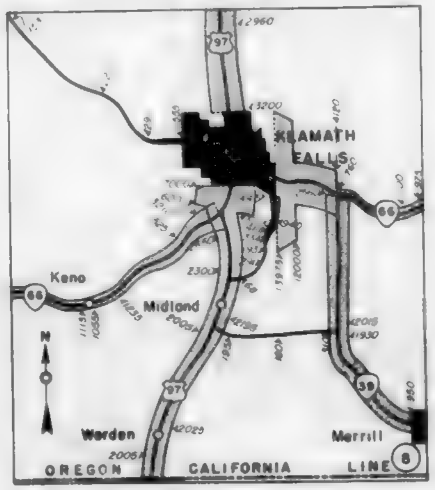












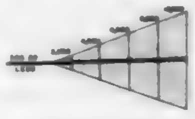
1952

RURAL TRAFFIC FLOW MAP

STATE OF OREGON

VOLUMES SHOWN ARE ALL VEHICLE AVERAGE DAILY TRAFFIC

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
HIGHWAY PLANNING SURVEY
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



Sheet 2 of 2

FIFTY-FIRST LEGISLATIVE ASSEMBLY—REGULAR SESSION

ENROLLED

House Bill No. 1457

Introduced by Representatives HOLMSTROM, ANDERSON, BACK, BARTON, BATESON, BAZETT, BENEDICT, BRADLEY, CHAPPEL, DAVIS, DOOLEY, ELFSTROM, ELLIOTT, EYMANN, FLITCRAFT, GALLAGHER, HAIGHT, HEIDER, HOWARD, HOYT, HUNT, KELSAY, KIRKPATRICK, LANG, LEIKEN, MAHER, McCLELLAN, MONAGHAN, MORGAN, PECK, SMITH, TURNER and WHELAN and Senators AHRENS, CHAPMAN, ALFRED H. CORBETT, ALICE CORBETT, FLEGEL, FRANCIS, GRENFELL, GROENER, HOPKINS, LEWIS, NATERLIN, OVERHULSE, PEARSON, STRAUB, SWEETLAND, THIEL, WHITE and ZIEGLER

CHAPTER 345

AN ACT

Relating to state highway bonds; creating new provisions; and amending ORS 366.7021 and 366.7029.

Be It Enacted by the People of the State of Oregon:

Section 1. ORS 366.7021 is amended to read:

366.7021. (1) In addition to the authority now vested by law in the commission to issue and sell state highway bonds of the State of Oregon, and notwithstanding the limitations contained in other laws, the commission, subject to subsection (2) of this section, shall issue and sell state highway bonds of the State of Oregon to provide funds to defray the costs, *incurred after March 1, 1961,* of location and construction of a bridge over the Columbia River ~~[at or near Astoria, Oregon, and the cost]~~, *but excluding costs* of location, relocation, improvement, construction ~~[and]~~ *or* reconstruction of *approaches as shown and described in "A Report On A Proposed Bridge Across The Columbia River," prepared by the Oregon and Washington State Highway Commissions, dated January 1959.* ~~[state highways necessarily incidental to such bridge.]~~ For such purposes the commission shall issue bonds in the aggregate principal sum of not to exceed $24 million par value.

(2) The commission shall not issue bonds under subsection (1) of this section unless and until ~~[a valid and enforceable contract, to which the State of Oregon and the State of Washington are parties, is executed whereby, among other things, the State of Washington is bound to pay promptly, as they become due, not less than 50 percent of the principal, interest and other charges incidental to the issuance, sale and retirement of the bonds and of the costs of maintenance and operation of the bridge to the extent that revenues derived from the imposition and collection of tolls and franchise fees for the use of the bridge are insufficient for payment of such principal, interest and other charges and of the costs of such maintenance and operation.]~~ *the State of Washington, by law, has imposed, to the extent provided in subsection (3) of this section, a first and prior charge against all revenues subsequently derived from the proceeds of state excise*

taxes on motor vehicle fuels directed by law to be deposited in the Washington motor vehicle fund available for Washington State Highway Commission purposes, and an agreement or agreements have been entered into between the Oregon State Highway Commission and the Washington State Highway Commission whereby, among other things, the State of Washington is bound to pay from any moneys in the Washington motor vehicle fund not otherwise pledged or from any other source available to the Washington State Highway Commission for such purpose the amounts as provided in subsection (3) of this section.

(3) To the extent that revenues derived from the imposition and collection of tolls and franchise fees for the use of the bridge referred to in subsection (1) of this section in any year are insufficient to provide for the payment of principal, interest and other charges incidental to the issuance, sale and retirement of the bonds referred to in subsection (1) of this section and refunding bonds issued under ORS 366.7026 for the purpose of refunding outstanding bonds issued under subsection (1) of this section or such refunding bonds, the State of Oregon shall pay the first $100,000 of such deficit for such year, and the State of Washington shall pay, when due, 40 percent of the balance of such deficit for such year; except that in no case shall the portion of such deficit paid by the State of Washington exceed $200,000 in any such year.

~~[(3) As soon as possible after May 4, 1959, the commission shall enter into negotiations with the appropriate officials of the State of Washington with respect to a contract referred to in subsection (2) of this section so that such a contract may be executed as soon as possible.]~~

~~[(4) In addition to the authority now vested by law in the commission to issue and sell state highway bonds of the State of Oregon, and notwithstanding the limitations contained in other laws, the commission may issue and sell state highway bonds of the State of Oregon to provide funds to match funds made available to the state by the Federal Government to defray the costs of location, relocation, improvement, construction and reconstruction of state highways and bridges. For such purposes the commission may issue bonds in the aggregate principal sum of not to exceed $4 million par value.]~~

Section 2. ORS 366.7029 is amended to read:

366.7029. In addition to the other provisions of ORS 366.7020 to 366.7030 relating to the payment of the principal, interest and other charges incidental to the issuance, sale and retirement of bonds issued under subsection (1) of ORS 366.7021 *and refunding bonds issued under ORS 366.7026 for the purpose of refunding outstanding bonds issued under subsection (1) of ORS 366.7021 or such refunding bonds, and notwithstanding any other provision of law,* all revenues derived from the imposition and collection of tolls and franchise fees for the use of the bridge referred to in subsection (1) of ORS 366.7021, ~~[including the approaches thereto, constructed in whole or in part with moneys obtained from the sale of bonds under subsection (1) of ORS 366.7021]~~ shall be used for the following purposes in the following order:

~~[(1) Payment of the costs of maintenance and operation of the bridge; and then]~~

(1) Payment of all costs of toll collection and insurance in the event the bridge is insured; and then

(2) Payment of the principal, interest and other charges incidental to the issuance, sale and retirement of the bonds issued under subsection (1) of ORS 366.7021 *and refunding bonds issued under ORS 366.7026 for the purpose of refunding outstanding bonds issued under subsection (1) of ORS 366.7021 or such refunding bonds.*

Section 3. (1) The agreement or agreements referred to in subsection (2) of ORS 366.7021 shall contain, among other things:

(a) A provision that the Oregon State Highway Commission, after consultation with the Washington State Highway Commission, shall fix the classifications and amounts of tolls to be imposed and collected for the use of the bridge referred to in subsection (1) of ORS 366.7021, and, after consultation with the Washington State Highway Commission, may revise such classifications and amounts if deemed necessary, and the time or times when such tolls shall first be imposed.

(b) A provision that any and all contracts for the construction of the bridge referred to in subsection (1) of ORS 366.7021 shall be awarded in the name of the State of Oregon by and through the Oregon State Highway Commission, or the State of Washington by and through the Washington State Highway Commission, or both.

(c) A provision that each state shall have full power to design and construct approaches to the bridge referred to in subsection (1) of ORS 366.7021 within the respective boundaries of each state. Such approaches shall constitute a part of the state highway system of each state and the cost of design, right of way and construction thereof shall be borne by the respective states from any funds available for such purposes. In the event design or construction of approaches is included in any contract for the construction of the bridge, the cost of such approaches within the respective boundaries of each state shall be segregated and paid for by the respective states.

(2) The agreement or agreements referred to in subsection (2) of ORS 366.7021 may contain, among other things:

(a) A provision that the State of Oregon, the Oregon State Highway Commission and any other duly constituted agency of the State of Oregon, and the State of Washington, the Washington Toll Bridge Authority, the Washington State Highway Commission and any other duly constituted agency of the State of Washington, shall be reimbursed out of the proceeds of the sale of the bonds referred to in subsection (1) of ORS 366.7021 for any advances they may have made or expenses they may have incurred after March 1, 1961, for any of the purposes for which such bonds may be issued and sold, after duly verified, itemized statements of such advances and expenses have been submitted to and jointly approved by the Oregon State Highway Commission and the Washington State Highway Commission.

(b) A provision that during the period of operation of the bridge referred to in subsection (1) of ORS 366.7021 as a toll bridge all or any part of the maintenance and repair work may be performed by either the Oregon State Highway Commission or the Washington State Highway Commission, with a provision for payment of the costs of such maintenance and repair one-half from the Oregon State Highway Commission and one-half from the Washington State Highway Commission.

Section 4. The bridge referred to in subsection (1) of ORS 366.7021 shall be operated as a toll-free bridge whenever the principal, interest and other charges incidental to the issuance, sale and retirement of all bonds issued under subsection (1) of ORS 366.7021 and refunding bonds issued under ORS 366.7026 for the purpose of refunding outstanding bonds issued under subsection (1) of ORS 366.7021 or such refunding bonds, have been fully paid, unless the State of Oregon and the State of Washington agree through their respective highway commissions to continue operation of the bridge as a toll bridge and to use the tolls to reimburse, in whole or in part, the State of Oregon and the State of Washington for funds advanced to pay such bond principal, interest and other incidental charges.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SUMMARY OF FINANCE DATA-PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period-Level Debt Service
$22,000,000 Bond Issue at 3½ Percent
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

	Total[1]	Annual Average[1]	First Year	Last Year
Debt Service Requirement	$ 38,195	$ 1,196	$ 1,196	$ 1,197
Gross Toll Revenue	23,730	791	533	1,041
Operating Expenses	3,261	109	89	128
Net Income from Tolls	20,469	682	444	913
Subsidy Required	17,726	514	752	284
Basic Oregon Subsidy	3,300	100	100	100
Subsidy to be Prorated	14,426	414	652	184
Washington	5,347	158	200	74
Oregon	9,079	256	452	110
Maintenance Expenses				
Washington's Share	2,052	68	56	81
Oregon's Share	2,052	68	56	81
Oregon Approach Costs[2]	2,700	90	90	90
Total Washington Costs[3]	* 7,725 ✓	237	267	166
Oregon Costs				
Gross Bridge Costs	* 17,131	514	698	381
Less Ferry Deficit	4,380	146	165	154
Total Oregon Costs	12,751 ✓	368	533	227
Allocation by Division				
Division I	2,933	85	123	52
Division II	3,111	90	130	55
Division III	2,945	85	123	53
Division IV	1,747	50	73	31
Division V	2,015	58	84	36

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[1] Bond interest during the construction period is included in total costs. Average costs are calculated for the 30-year amortization period 1964-1993.

[2] Oregon approach cost based on an initial bond issue of $1,650,000 at 3½ percent interest with a 30-year amortization period.

[3] Washington total costs includes approach costs based on an initial bond issue of $200,000 at 3½ percent interest with a 30-year amortization period.

Ore. 62.3% Wash 37.7% - based on checked figures
68.9 31.1 - " " [illegible] "

4-F-443-1 (R)

1134

6-c

7/14/41

OREGON*WASHINGTON DRIDGE
BOARD OF TRUSTEES
Astoria, Oregon

June 30, 1941

Oregon State Highway Commission
Salem, Oregon

Re: Public Hearing on Proposed
Columbia River Bridge
at Astoria, Oregon.

Gentlemen:

Herewith is a self explanatory copy of the Notice of the Public Hearing.

The Board of Trustees requests that your Commission be represented at this hearing.

Yours truly,

Secretary of the Oregon-Washington
Bridge Board of Trustees

1 encl.

C

Address Reply to
The District Engineer

WAR DEPARTMENT
Office of the District Engineer
PORTLAND DISTRICT
628 Pittock Block
Portland, Oregon

Refer to
File PO 7481
(Col.R.)-1

June 28, 1941

NOTICE OF PUBLIC HEARING

Gentlemen:

A public hearing will be held at the Courthouse, Astoria, Oregon, on Wednesday, July 16, 1941, at 10:30 o'clock, a.m., to consider the proposed plans of the Oregon-Washington Bridge Company for constructing, maintaining and operating a toll bridge across the Columbia River at Astoria, Oregon.

All interested parties are invited to be present or to be represented at the above time and place, particularly navigation interests and the officials of any county, city, town, or local association, or federal agency whose interests may be affected by the construction of the proposed work. They will be given an opportunity to express their views upon the proposed plans and to suggest changes considered desirable or necessary.

Oral statements will be heard, but for accuracy of record all important facts and arguments should be submitted in writing, in quadruplicate, as the records of the hearing will be forwarded for consideration by the War Department. Written statements may be handed in at the hearing or mailed to this office before July 16, 1941.

The hearing is held for the purpose of determining whether any changes or modifications of plans should be made at this time, in view of changed conditions or other considerations.

Copies of the approved plans may be seen at this office and at the office of the Port of Astoria, Astoria, Oregon.

C. R. Moore,
Lt. Col., Corps of Engineers,
District Engineer.

6268 Astoria Steel Bridge Super- 1974
structure, Columbia River Hwy.

2-11-75

Minute entries re Contract 6268

May 29, 1968	- page 35286	legal proceeding report
June 1, 1965	page 34331	time extension
Apr. 25, 1963	page 33736	bid accepted
June 10, 1963	page 33761	contract awarded
Apr. 21, 1966	page 34616	time extension
Oct 6, 1966	page 34754	time extension
Jan 31, 1967	page 34865 also Cont. Compl. Resol # 156	contract accepted
Dec 12, 1967	page 35149	legal proceeding rep.

#6268

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

DATE: January 7, 1975

TO: Bruce Hoffmeister, Insurance Manager
Department of General Services
Property Division
1225 Ferry Street
Salem, OR 97310

FROM: H S Coulter
H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Insurance
Astoria-Megler Bridge

In regard to your inquiry concerning the extent of coverage that we desire for the Astoria-Megler Bridge, we would appreciate your soliciting two quotations.

Quotation #1 would cover only the amount of the indebtedness on the bond issues, meaning a coverage of $18 million. Quotation #2 would be the amount of the replacement cost of the structure (an estimated $50 million) of which we would wish to insure 80 percent.

When these quotations are available, please forward them to my attention for evaluation. Based upon the cost to the State and other factors, a decision will be made as to the coverage we will select.

RJH:njc ia

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
W. J. Hart
D. H. Moehring
C. O. Fredrickson
V. E. Skoog

#[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 25, 1974

FILE:
Bridge No. 7949

FROM: R. W. Ellison R.W. Ellison
Bridge Administration Engineer

TO:
Mr. D. H. Moehring
Maintenance Engineer

SUBJECT:
Columbia River Bridge at Astoria
Diver Inspection of Piers
1970 vs. 1974

Mr. Jenkins' letter of September 16, 1974 reported on results of diver inspection of riprap elevation at the piers of the subject structure. Comparison of this report with the 1970 reports indicates scour and/or subsidance of riprap at several of the piers as follows:

Pier No.	Distance of Riprap Above Bottom of Shell 1970	1974	Scour or Subsidance During 4-yr. Period
10	8'-11'	0'	8'-11'
13	6'-10'	3'	3'-7'
16	5'-11'	3'-3.5'	2'-8'
17	5'-6'	3.5'	1.5'-2.5'
18	5'-6'	3.5'	1.5'-2.5'
165	4'-10'	3.5'	0.5'-5.5'

(See attached sketches)

The subsidance at piers 11, 12 and 15 is unknown because divers couldn't get down in 1974 due to the presence of nets on the piers.

It appears that the need for additional riprap at these piers should be investigated.

Pier 169 enjoyed the greatest scour during construction of the bridge. There is no 1974 diver's report for this location. Perhaps an investigation for current status would be warranted.

RWE:dh
Attachment

cc H. S. Coulter
C. O. Fredrickson
Eldon Everton

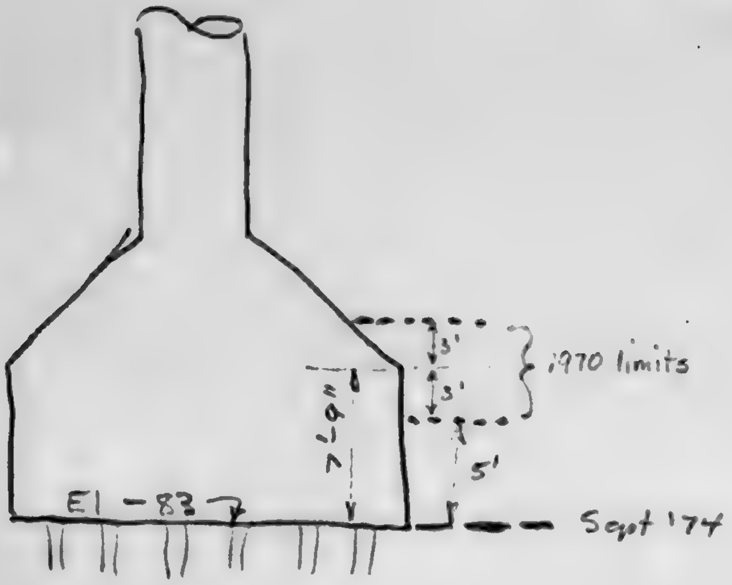
NOTED
H.S.COULTER

RECEIVED
SEP 26 1974
Office of
Assistant State Highway Engineer

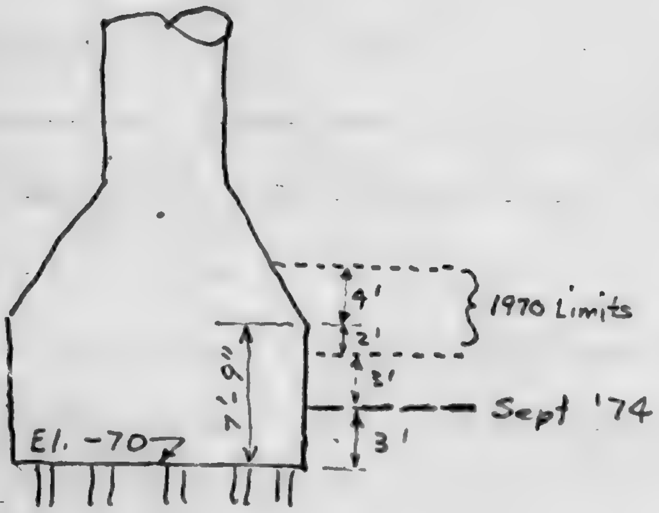
Col. R. Br. @ Astoria

River bottom (Rip rap) elevations
from divers reports
1970 & 1974

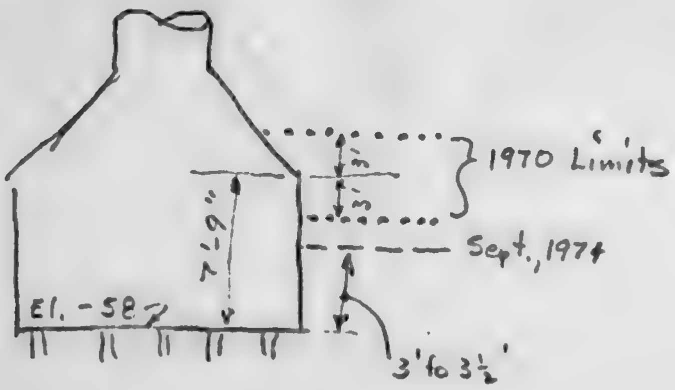
①



Pier 10.

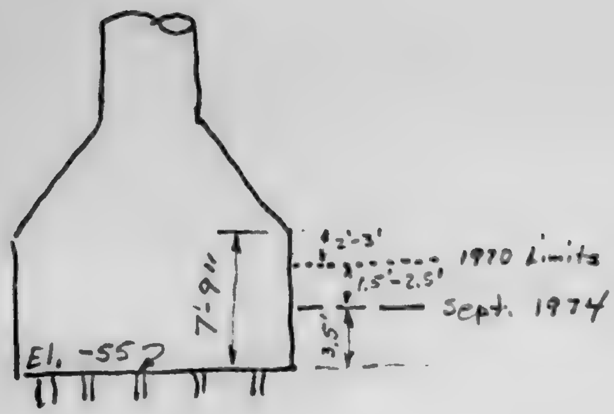


Pier 13

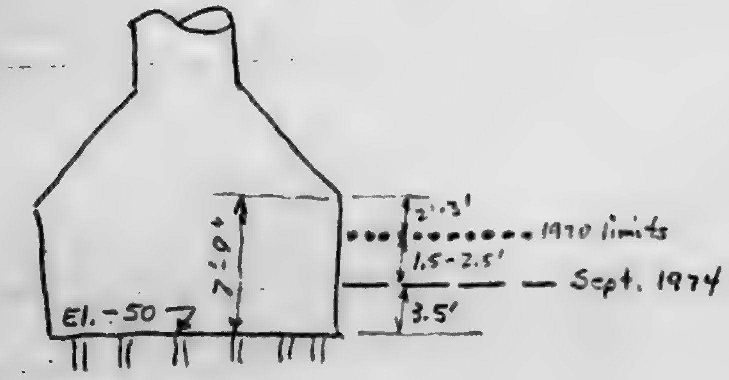


Pier 16

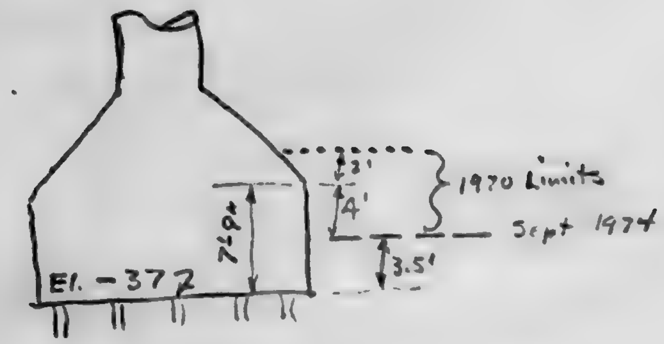
Col. R. Br. @ Astoria



Pier 17



Pier 18



Pier 165

FORM E-39

#6268

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE September 16, 1974

TO Eldon L. Everton
District Engineer

FROM John C. Jenkins, Engineer of Materials
By
Charles R. Chandler
Special Assignments Engineer

SUBJECT Astoria Bridge Piers

During the weeks of September 3 through September 13th the Astoria Bridge piers were inspected by the State Highway diving team.

The results are as follows:

Pier # 5 - 3 feet below break of bell - Sand and gravel.

Pier # 6 - 3 feet below break of bell - Sand and gravel.

Pier # 7 - 2 feet below break of bell - Rip rap good.

Pier # 8 - 1½ foot below break of bell - Rip rap good.

Pier # 9 - Rip rap at break of bell - Some holes, probably sand removal.

Pier #10 - Bottom 8 feet down from break of bell.

Pier #11 - Nets on pier - Unsafe to dive.

Pier #12 - Nets on pier - Unsafe to dive.

Pier #13 - 4½ feet from break of bell - Deep holes, sand.

Pier #14 - Upstream bell 1 - 2 feet down from break of bell - Sand and rock.
Downstream bell - Nets.

Pier #15 - Nets.

Pier #16 - Bottom 4½ - 5 feet below break of bell.

Pier #17 - Bottom 4½ feet below break of bell.

Pier #18 - Bottom 4½ feet below break of bell.

Pier #19 - Sand and rock over break of bell.

Pier #20 - Sand and rock over break of bell.

Epoxy Repair

Pier #52 - Epoxy in good condition.

Pier #53 - Epoxy in good condition.

Pier #55 - Epoxy in good condition.

Pier #160 - Upstream bell - Bottom 3½ feet below break of bell.
Downstream bell - Bottom 2 feet below break of bell.

Pier #161 - Upstream bell - Bottom 1 foot below break of bell.
Downstream bell - Bottom 1 foot below break of bell.

Pier #162 - Upstream bell - Bottom 1½ foot below break of bell.
Downstream bell - Bottom 1½ foot below break of bell.
Concrete smooth now, growth on concrete.

Pier #163 - Upstream bell - Break of bell not exposed.
Downstream bell - 6" below break of bell.

Pier #164 - Upstream bell - Bottom 2½ feet below break of bell.
Downstream bell - Bottom 2½ feet below break of bell.
Sand and a little rock.

Pier #165 - Upstream bell - Bottom 4½ feet below break of bell.
Downstream bell - Bottom 4½ feet below break of bell.
Sand and scattered piles of rip rap.

Pier #166 - Bottom 1 to 2 feet below break of bell, bottom drops off sharply. Crack on skirt on Astoria side. Upstream end under column - visible inside also.

Pier #167 - Bottom 0 to 3 feet below break of bell. Skirt cracked 1/3 way down stream on Astoria side.

Pier #168 - Bottom 4 feet down on second step on upstream end - slopes down sharply on upstream end.

cc: C. O. Fredrickson
General Files ✓
W. J. Hart
Gerald Test
Harold Seaton
John Thornton

#6269

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE	September 16, 1974
TO	E. L. Everton District Engineer
FROM	John C. Jenkins, Engineer of Materials By Charles R. Chandler Special Assignments Engineer
SUBJECT	Columbia River Bridge Diver Inspection of Fender Pier #169

On September 12, 1974 an underwater inspection of the fender system at Pier #169 was made by the State Highway Diving Team.

A total of 13 piles was found to be damaged by ship collision.

All piling were first numbered from Section B-B in the outside row, center row, and the inside row, next to the pier.

Listed below are the circumference of the piling immediately above the area of damage and a description of the damage.

Outside Row

Pile #18 - Circumference 3.4'.
Piece broken out at rock line 1½" wide x 1" deep.
Second crack at rock line.

Pile #21 - Circumference 3.1'.
¼" crack extends through pile at center line.

Pile #27 - Circumference 2.9'.
1" wide crack through center of pile.
1" x 1" piece slabbed off pile.

Middle Row

Pile #18 - Circumference 3.1'.
6" wide x 1" deep split off at bottom line.

Pile #21 - Circumference 3.1'.
Completely split through center of pile 3 feet above bottom line.

Pile #22 - Circumference 3.8'.
4" transverse split near bottom line.

Pile #24 - Circumference 3.3'.
¼" crack extending 18" from bottom through
center line of pile.

Inside Row (Next to pier.)

Pile #15 - Circumference 3.7'.
¼" crack on one side 4 feet long.
Piling within 3" of next piling.

Pile #17 - Circumference 3.7'.
Piece slabbed off 6" wide x 1" thick
extending down into the rock.

Pile #19 - Circumference 3.5'.
Very slight surface split at rock line.

Pile #20 - Circumference 2.9'.
¼" crack from bottom, up approximately
2 feet. 1" square piece of pile split off.

Pile #22 - Circumference 3.2'.
1" square piece slivered off at bottom.

Pile #24 - Circumference 3.7'.
3" x 1" thick piece split off bottom.

cc: W. Hart
C. O. Fredrickson
General Files
G. Test
Harold Seaton

#6268

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 4, 1974

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. V. E. Skoog
Fiscal Officer

SUBJECT:
Columbia River Bridge at Astoria
Steel Superstructure, Contract 6268
Pending Litigation
Payment for Documents

NOTED
E. S. HUNTER

Enclosed is a check in the amount of $170 which covers payment by DeLong Corp. Attorneys for dopies of documentation furnished to them by the State relative to pending litigation between DeLong and U.S. Steel on the subject project. This litigation involves delays to U.S. Steel Corp. caused by the DeLong Corp. when they abandoned the pier construction contract for the Astoria Bridge.

The work of making the required copies of documentation was done by personnel of the Bridge Section and charged to prefix 4-1805-900.

RWE:dh
Enclosure

cc E. S. Hunter
Leslie B. Hampton

RECEIVED
JUN 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6268

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 22, 1974
Salem, Oregon

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. V. E. Skoog
Finance Section

SUBJECT:

Columbia River Bridge at Astoria
Bridge 7949
Contract 6268
Prefix 4-1805-900
Reimbursement for Copies

Attached is a check in the amount of $156.10 from attorneys for U. S. Steel Corporation covering copies of material from our contract file. This material was furnished as preliminary documents for litigation regarding delays caused to U. S. Steel on the subject project.

It now appears that this litigation will be between U. S. Steel and DeLong Corporation with the State of Oregon monitoring activities. However, because of legal complexities, it is possible that U. S. Steel may be forced to sue the Highway Division to cover these delay costs. In that case the State would be forced to sue the DeLong Corporation in order to recover any judgment awarded U. S. Steel. The DeLong Corporation was the ultimate cause of delays suffered by the U. S. Steel Corporation.

The copies covered by the enclosed check were made by personnel of the Bridge Section and the time involved was charged to prefix 4-1805-900.

RWE/ag
Attach.

NOTED
E. S. HUNTER

cc E. S. Hunter
Les Hampton

RECEIVED
MAY 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6268

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 5, 1974

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Leslie B. Hampton
Asst. Attorney General

SUBJECT: Columbia River Br. at Astoria
U.S. Steel Claim
Amount of Claim Prior to
April 10, 1964
Contract 6268

The attached calculations based on information contained in the subject claim indicate the amount of the claim assignable to the period prior to April 10, 1964 is approximately $26,700. This is the total amount assignable for the period and not merely what might be considered the State's share. Apportionment of this amount between the State and the contractor is difficult to determine. Probably on the basis of Judge Jones' decision in the DeLong case it would be fair to assume a 50-50 split.

Also attached is a chronology of events at pier 169 prior to the time the pier was given to U.S. Steel for their construction work.

RWE:dh
Attachments

cc A. E. Johnson
E. S. Hunter
H. S. Coulter
R. O. Cunningham /w/ attachments

NOTED
A. E. [illegible]

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APR 5 '74
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FOR
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March 15, 1974

Mr. Leslie B. Hampton
Assistant Chief Trail Counsel
Department of Justice
106 State Office Building
Salem, Oregon 97310

Dear Les:

No, I didn't know about US Steel's case on the Astoria Bridge. Will it ever end?

I have instructed Mr. Ellison and Mr. Hart to work closely with you in all aspects of the case.

Sincerely yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
R. W. Ellison
Walt Hart
Walt Barrie

FBK:cm

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

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March 12, 1974

F. B. Klaboe, Administrator
and Highway Engineer
State Highway Building
Salem, OR 97310

Re: US Steel Corporation v. State of Oregon (Highway Comm.)
Marion County, Circuit Court No. 74791
(L-5562)

Dear Mr. Klaboe

As you know, the above-mentioned case pending in Marion County was filed in 1967 by the United States Steel Corporation against the Highway Division for damages in the amount of $1,049,304.25 plus interest. The claims of damages arose from the delay in delivering the Astoria Bridge piers to US Steel so that it could carry out its work under its superstructure contract. US Steel obviously suffered substantial delays, however, the extent of its damages is "highly suspect."

US Steel filed a similar but separate case in the same amount against the DeLong Corporation and the Travelers Indemnity Company. In that case it alleges that the DeLong Corporation is responsible for the delays.

The case against the state has been indefinitely delayed pending the outcome of the Multnomah County case against the DeLong Corporation. One of the features of our declaratory judgment against DeLong and Travelers was the finding that:

> "It is evident from the foregoing that any delay from the date of cancellation caused to the United States Steel Corporation, the successful bidder for the superstructure, is the fault of the defendant the court so declares."

The Multnomah County case has also been dormant during most of the litigation of the State v. DeLong case. However, the case is again active and the attorneys for the respective parties are maneurvering in the final stages of the pleadings. We will continue to monitor the activity in that file.

Last week I received a call from Arden E. Shenker, Portland attorney for DeLong-Travelers, he advised me that they would soon want to interview our personnel and examine our records relative to the US Steel claim. He asked that we agree to this on an informal basis. Regardless of the mechanics, formal or informal, DeLong-Travelers and also US Steel, have the right and will probably want to take depositions of our personnel and will probably also want to examine our documents and records relative to this claim.

In the very near future, we will want to inventory and examine our own records to prepare for the discovery and depositions. It will take a substantial effort to protect our interest during the progress of the Multnomah County case. With your permission I will arrange for this with Mr. Hart and Mr. Ellison.

Sincerely

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

sd

cc: Lee Johnson
John Leahy
Walt Barrie
Walter Hart

#6268

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

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STATE HWY ENG
OCT 23 '74
REFER TO
FOR

October 23, 1974

Mr. F. B. Klaboe
Administrator and State
Highway Engineer
140 State Highway Building
Salem, Oregon 97310

Re: United States Steel Corp. v.
State Highway Commission,
No. 64691 (L-5562)

Dear Mr. Klaboe

As you will recall the above-mentioned case is an action by the superstructure contractor on the Astoria Bridge for damages in the amount of $1,049,304.25 for alleged delays incurred in the performance of its contract. United States Steel Corporation also filed a similar action against the DeLong Corporation in the Multnomah County Circuit Court. Our case has been dormant for at least three or four years.

By order dated October 9, 1974, Circuit Judge Jena Schlegel dismissed U. S. Steel v. State Highway Commission, for want of prosecution. Unless this order is set aside, it would preclude any further action by U. S. Steel against the state. The Marion County Court rules provide for the filing of motions asking that such an order be set aside. To this date, we have not received such a motion from the attorneys for U. S. Steel.

As previously reported we are monitoring the United States Steel v. DeLong Corporation case in Multnomah County. The case appears to be at issue on the fourth amended complaint and the amended answer thereto. In said amended answer DeLong Corporation pleads five or six affirmative defenses. One of the defenses is that the state's recovery of liquidated damages in the sum of $952,000 after termination of the DeLong contract was awarded to the state to apply against the U. S. Steel damages. In our opinion that claim is entirely without merit.

NOTED
F. B. K.

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At the request of attorney Fred Yerke, local attorney for U. S. Steel, an affidavit was prepared for the signature of A. H. Johansen, former Assistant Attorney General. That affidavit recites from the state's complaint in the DeLong case, from our trial memorandum on damages, from the court's letter opinion and from the declaratory judgment (all public records) and concludes that the liquidated damages were awarded to compensate the state for its own delays and were not related to U. S. Steel's damages for delay. I am sure U. S. Steel will prevail on this point.

Currently DeLong has moved the court for a separate trial on their affirmative defenses. I seriously doubt that the court will grant that request. The case should go to trial next spring or early summer if it is not settled. We will continue to monitor the proceedings.

Sincerely

Les Hampton

Lesile B. Hampton
Assistant Chief Trial Counsel

mlm

cc: Messrs. Johnson, Leahy, Barrie, Hart

F-003-1(16) Astoria Bridge 1967
Claim for Delay Damages
#6268 Volume 1

Synopsis

DAMAGES INCURRED BY
UNITED STATES STEEL CORPORATION
ON THE COLUMBIA RIVER BRIDGE PROJECT
ASTORIA, OREGON
CONTRACT V-8562-70

United States Steel Corporation suffered damages as a result of delays in the construction of the substructure of the Columbia River bridge project, Astoria, Oregon. These delays caused American Bridge Division to shut down its bridge building operation, maintain a stand-by position during the extent of the delays, and then remobilize its operation at an accelerated rate to complete the superstructure construction.

This is the Construction Department's claim of additional costs incurred as a result of unreasonable and uncontrollable delays in contract completion.

Direct Claim Costs are generated in three major areas: Namely, Vancouver Yard Costs, Astoria Bridge Site Costs, and Subcontractor Costs. Direct Costs in these areas have been collected from accounting journals under Equipment, Expense, and Labor.

Additional Project Costs are developed as Overhead, Profit, and Interest on the Direct Costs.

SYNOPSIS OF DELAY

Project Planning

The initial mobilization and construction schedule of American Bridge Division was based on past history of bridge building and facts published in the Special Provisions for Steel Superstructure of the Columbia River Bridge Project issued by the Owner, The State of Oregon. The Special Provisions are commonly called Specifications. These Specifications controlled the dates of pier completion and subsequent releases to American Bridge Division for superstructure erection.

Past Erection Performance

A summary of abstracts covering six similar major bridge structures over the past few years shows that American Bridge reasonably expected continuous erection at a rate of 200 tons per week for about 46 weeks at Astoria, plus a separate float-in operation based in Vancouver for the approach truss spans. These six bridges had a minimum of delay time. Table 1 shows the abstract comparison.

Normal Erection Schedule

An erection schedule was prepared at the beginning of this project to plan a continuous erection sequence. This erection sequence started after the specified contract pier completion date, proceeded at a rate comparable to past bridge construction, and completed in time to allow riveting work and deck construction to be completed prior to the turnover date to the

Owner, April 30, 1965 of Stage 1.

Actual Erection Schedule

An actual erection schedule was posted showing the pier completion dates, the pier release dates, and the steel superstructure erection. Exhibit 2 shows the extended erection followed a long pier delay. Briefly, the delay in pier construction caused over a year's delay in the superstructure erection. The erection was performed in two separate areas:

Astoria erection refers to work on the main cantilever structure which sits on piers 169 and 170. This portion of the bridge was erected piece by piece in a balanced method from derrick barges.

Vancouver erection refers to work performed in Vancouver as a service to the Astoria operation. Vancouver received all steel shipments, and stored and painted steel sections prior to shipping them by barge to Astoria. In addition, the single span trusses were erected in Vancouver on barges and floated 100 miles down the Columbia River into place.

The pier delay caused two major shut-downs: First, span 5 was delayed one year at the Vancouver yard. The float-in operation was shut down for this time. Second, since the Astoria operation was dependent on piers 169 and 170, this operation had to be shut down after pier 169 was condemned. Pier 169 was not released to American Bridge as contractually scheduled. The completion of pier 169 was one and one-half years behind schedule. A Log of Pier Delays follows this synopsis and shows in detail the elements and dates of the delay.

Erection Comparison

A comparison of two items shows what effect the long delay had on the Vancouver yard and the Astoria operation. Exhibit 3 graphically illustrates these items.

The actual size of the Vancouver yard was increased to accommodate three times as much steel tonnage, and the yard had to leased twice as long as anticipated. This was the effect of fabricating shop commitments planned around the normal erection schedule at the start of the project, coupled with minimum erection due to pier delays. A contract time extension authorized by the State would have minimized these costs by permitting extended construction schedules.

The Astoria erection was started as planned; then ran out of piers to support the steel superstructure. The operation was shut down until pier 169 was completed. Pier 169 was completed in July 1965, and American Bridge then accelerated the construction program to complete erection before winter months could delay the erection and overall completion of the project. These acceleration costs were small compared with maintaining major equipment charges over a winter delay period.

Table 2 compares acceleration costs with major equipment charges that would have accrued if construction was not accelerated to avoid the winter delay.

Conflict of Equipment Requirement

The cantilever structure at Astoria was scheduled to be erected with an S2 derrick boat and S1 derrick boat. An S2 derrick boat was scheduled at the Marquam Bridge in Portland in conjunction with the Astoria Bridge.

The Astoria shut-down extended erection time by over a year. The S2 derrick boat was then scheduled for use on the Platte River, South Dakota Bridge in May 1965. A period of acceleration was anticipated after pier 169 was released to complete steel erection before a winter delay. This condition produced a requirement for a faster crane than the S2 derrick, which was also available from May 1965 to December 1965.

A barge-mounted 4600 crane met both requirements. It was considerably faster than the S2 derrick and could replace a rig that was scheduled for use. Therefore, in May 1965 the S2 derrick was replaced by a 4600 crane.

Project Extension

Exhibit 4 develops the pier delay trends. A general 70-week pier delay brought new conditions into this project. The pier delays extended the length of the project, creating several direct cost increases. These costs were in office and yard rentals for an additional period of time. Supervision was retained over this increased period and labor rates moved into a new agreement. Therefore, escalation costs on labor wages, subsistence and welfare were created. All these costs have been collected from the payroll journals, draft registers and purchase orders.

Efficiency Losses in Vancouver Yard

The Astoria shut-down eliminated inefficiency in the Astoria operation simply by terminating all manpower for a period of about five months. This shut-down, however, created efficiency losses in the Vancouver yard operation. The fabricated steel continually arrived in the Vancouver Yard from our shops. However, a comparable amount of steel was not shipped out to Astoria for erection. Therefore, an ever-increasing tonnage of steel had to be yarded in a very conjested area.

This inefficiency started in May 1964 when the superstructure erection was limited to work over pier 170, and increased markedly when all erection at Astoria was shut down in November 1964 to accommodate the delay of pier 169.

These losses were softened by operational requirements of the Marquam Bridge project adjacent to the Vancouver Yard which was completed during this Astoria shut-down.

Exhibit 3 shows the growth of steel tonnage in the Vancouver Yard during the delay, and Exhibit 5 shows the extent and cost of this efficiency loss. The loss is considered only in labor and equipment on Schedule A-8 with standard contract percentages applied to develop the associated expense costs. This item covers only the losses incurred in receiving and yarding the fabricated steel.

TABLE 1

PAST ERECTION PERFORMANCE ABSTRACT SUMMARY

Total Tons	Name	Location	Ave. Wk Tons	Time In Mos.	Delays In Days
3,752	Duluth Superior	Duluth, Minn.	200	4	0
2,036	Tennessee River	Stevenson, Alabama	190	3	0
3,718	Ohio River	E. Rochester, Pa.	155	6	3
4,820	Columbia River	Pasco, Washington	180	7	23
5,034	Corpus Christi Ship Channel	Corpus Christi, Texas	210	6	0
4,205	Minnesota Hwy. over Mississippi	St. Paul, Minnesota	200	6	27

Large comparable bridge structures have been erected at a mean rate of 200 tons per week, with little or no delay.

Total Tons	Name	Location	Ave. Wk Tons	Time In Mos.	Delays In Days
13,340	Columbia River Bridge	Astoria, Oregon			
9,200	Main Cantilever Span Built piece by piece		200	12	0
4,140	Approach Spans Float-in Operation		100	11	0

Experience shows the above erection rates could have been maintained under normal conditions.

TABLE 2

ACCELERATION COSTS
VS.
A 1965 WINTER DELAY COST

ACCELERATION EXPENSE	
Schedule A-6 - Overtime Acceleration - Vancouver	$ 10,957.09
Schedule B-6 - Overtime Acceleration - Astoria	60,697.17
Schedule B-8 - Derrick Boat Replaced by 4600 Crawler Crane	58,369.67
TOTAL ACCELERATION EXPENSES	$130,023.93
A TWO-MONTH WINTER DELAY	
Plant Report of Numbered Equipment Rental Expenses for Two Months	$133,043.10
Overhead - 15%	19,956.47
TOTAL EQUIPMENT EXPENSE	$152,999.57

Equipment Rental Expenses for a winter delay exceed the acceleration expenses without including extended rentals, labor escalation and project extension costs that would have been incurred by Vancouver Yard.

Source: Letter H. W. Price to H. N. Johnston, March 16, 1967.

LOG OF THE PIER DELAY

September 6, 1963

A pre-job survey was made by American Bridge Division by Messrs. A. A. Porter, W. J. Grosz, J. C. McMurray and C. C. Petersen with Mr. Bob Ellison, Resident Engineer for the State of Oregon.

It was noted that piers 171 and 170 appeared complete, and 85 per cent of the pilings were driven on pier 169.

On the far side of the river nothing had been started on pier 5, but work was scheduled to start in mid-October 1963.

In reply to our inquiry as to when various piers would be complete and ready for steel erection under Contract 6268, Mr. Ellison advised that they had requested this information from DeLong Corporation and that a reply had been promised in one week.

It was concluded at this time that no construction plans could be made on Contract 6268 until pier completion dates were determined.(1)

October 6, 1963

Most of the piles of pier 169 had been driven. However, DeLong had trouble maintaining its cofferdam around pier 169 foundation because erosion of the river bottom had jeopardized the cofferdam to a point where it was unsafe to continue pumping water out of it so the concrete base seal could be poured. The State Engineers engaged an outside party, The Corps of Engineers, to help DeLong Corporation by having the Corps' dredge "Biddle" dump loads of silt above pier 169.(2)

October 28, 1963

The Specifications for Bridge 7949, Contract 6268, Article 1.5.6, "Control of the Work" called for piers 170, 171 and 172 to be complete on October 31, 1963.(3) Piers 171 and 172 were completed two months late of contract dates, and pier 170 was completed three and one-half months late of our contract date.

Mr. Ellison of the State Highway Department was informed of the delay and lack of official schedule for our use in planning the superstructure construction.

Mr. Ellison was also made aware of our intentions of requesting a time extension to the original contract completion requirements.(4)

November 13, 1963

The Vancouver yard operation, used to receive the steel and equipment for the Astoria operation, started on this day in Vancouver, Washington.(5)

Runnels Industries, our painting subcontractor, started painting superstructure steel.(6)

November 15, 1963

American Bridge Division received information from the State of Oregon that was used to start mobilization plans to begin construction of the superstructure at Astoria, Oregon.

Mr. Ellison informed us that pier 170 would be completed around November 30, 1963. The release of pier 170 would be subject to a two-week review by the State. If this date was realistic, pier 170 would have been only one month late of contract specifications.(7)

We were also advised that piers 5 and 6 would be complete around mid-February 1964.(8) This would indicate pier 5 would have been three months late of contract specifications.(9)

December 6, 1963

Mr. Grosz acknowledged information set down by Mr. Ivan D. Merchant of the State Highway Department, and confirmed that we intended to start driving falsework December 23, 1963.

Mr. Grosz further brought forth the fact that American Bridge intended to land the first span between piers 5 and 6 in February 1964. American Bridge further expected a pier to complete every two to three weeks after pier 6, and in this sequence: Piers 7, 8, 9, 10, 11 and 12.(10)

December 10, 1963

The Construction Department of American Bridge started a field operation at Astoria.

The project office of Supt. J. C. McMurray was prepared and bridge building equipment was unloaded from railroad cars.(11)(12)

December 16, 1963

We started driving pile a week earlier than we had intended for the falsework bent on the south side of the bridge.(13)

January 7, 1964

Mr. Ivan D. Merchant advised that American Bridge would be able to take possession of pier 170 on January 20, 1964.(14)

January 20, 1964

DeLong Corporation was drilling rock at pier 5.(15)

January 27, 1964

The release of pier 170 by the State was withdrawn and American Bridge was directed to delay its erection(16) until February 17, 1964.(17) This represented a three-month delay of pier 170 construction, of which a month was due to exploratory core-drilling carried on by the State Highway Department.

February 10, 1964

The Vancouver yard started erection of span 5 on the barges equipped to float the thru spans into place at Astoria.(18)

February 28, 1964

The substructure construction effort was weak by DeLong Corporation in late February. DeLong halted work on pier 5, and State officials condemned pier 169. DeLong said they were awaiting direction from the State Highway Department on how to proceed at several places where conditions were reported to be different than contractually specified in the substructure contract.(19)

March 11, 1964

The substructure construction reached a condition of very marked delay. The base of pier 169, condemned by the State, lacked a realistic completion schedule.

Erection of the bridge superstructure was complete over piers 171 and 172, and riveting of this span was in progress.

The erection of span 170 was beginning, but it was common knowledge that the cantilever arm of span 169 would have to stand from six months to a year over the Columbia River subject to 93-mile per hour winds.

American Bridge Division, together with the State of Oregon and the State of Washington, agreed that the structure could, in this cantilever condition, withstand these wind loads for this period of delay if construction was limited to points L33-U32.(20)(21)(22)

April 7, 1964

The limits of erection of the superstructure Contract 6268 were controlled by American Bridge and the State of Oregon to accommodate the substructure delays on condemned pier 169 and delinquent pier 5.

The scope of the delay changed on April 7, 1964 when the State of Oregon cancelled DeLong Corporation's substructure contract.(23)

There then existed Contract 6268 to build a superstructure on a limited number of piers, but no substructure contract was in effect.(24)

The Columbia River bridge project was without a pier contractor for three months. Pier construction at that time was already four months late of contract dates.

The immediate effect of the cancellation put pier construction seven months past completion dates. Long-range effects of the cancellation were unknown at this time. No revised schedules were put forth by the State of Oregon to govern the action of contractors.

June 19, 1964

The conditions of the superstructure contract had changed so drastically that we turned to the State to acknowledge our requests for time extensions and to confirm that we were faced with new scheduling problems entirely different from our contract specification (Article 1.5.6).(25)

American Bridge was prepared to minimize its costs associated with the delays. To do this, American Bridge would need confirmation of time extension requests without liquidated damages, and new pier schedules.(26) Without this information, American Bridge could not take one step to minimize the situation because it was still obligated to the original completion schedule. Stage 1 erection was to complete April 30, 1965.

July 6, 1964

American Bridge continued to seek relief from liquidated damages as imposed by contract with the State.

Mr. Ivan D. Merchant discussed this situation with Mr. Grosz and agreed that American Bridge Division was entitled to a time extension without assessment of liquidated damages, equal to the number of days the superstructure erection was delayed by the pier construction contract.

All reasonable costs applicable to the delay in pier construction, which American Bridge could not control, were to be adequately documented for submittal to the State of Oregon.(27)

Requests for payment of added costs would be subject to the approval of the Highway Commission. Certainly the action of the Highway Commission would be governed by the equities in the matter.(28)

August 3, 1964

The major superstructure construction plans were being shaped around the schedule of the new pier contractor, Raymond International.

A meeting of American Bridge Division, Raymond International and the State of Oregon produced a preliminary schedule of pier construction.(29)

Briefly, piers 5 and 6 would now be complete October 15, 1964, eleven months late of Contract 6268, and pier 169 would be complete June 30, 1965, seventeen months late of Contract 6268 (Article 1.5.6).(30)

August 4, 1964

Raymond International had begun the task of pier construction. Rock fill was being placed for piers 18, 19 and 20. Construction on the bridge was now generally a year behind contract schedule.(31)

American Bridge continued to erect steel on the span over pier 170.(32)

September 24, 1964

Piers 160 through 167 were released to American Bridge Division by the State of Oregon nine and one-half months late of contract specifications.(33)

The piers had to be cleaned of construction form-work to allow erection of the superstructure.(34)

American Bridge started erection of this portion of the bridge structure one month later.

A summary of piers released to this time would include piers 160, 161, 162, 163, 164, 165, 166, 167, 170, 171 and 172.

The original substructure contract called for all pier construction to be complete by June 30, 1964 under penalty of $2,000 per day.(35)

October 26, 1964

The delay of pier 169 halted erection on the 400-foot cantilever truss.(36)

Pier 5 was complete, but pier 6 was not complete. So, as soon as American Bridge completed setting steel on piers 160, 161, 162, 163 and 164 the Astoria erection operation was shut down.

The three thru spans for piers 165, 166 and 167 could not be erected because the float-in barges were supporting span 5 which was scheduled to float in place October 15, 1964. Span 5 was to be supported by piers 5 and 6.

The Astoria erection operation shut down November 27, 1964.(37) A riveting operation completed driving rivets on the cantilever, and the entire Astoria operation was shut down January 4, 1965.

December 8, 1964

Pier construction continued after the superstructure erection was halted.

Scouring of the river bed was still a problem because the State again sought outside help to place 65,000 tons of riprap around the bridge piers.(38)

This riprap was not in the plans and specifications of the pier contractor.

February 14, 1965

Piers 5 and 6 were complete, and Mr. R. W. Ellison released them to American Bridge Division to set span 5.(39) This release came fourteen months late of contract specifications.(40) Piers 5 and 6 were the first of a series of piers which would support the approach spans to the Washington end of the bridge.

The State of Oregon acknowledged that the superstructure erection had been delayed due to circumstances beyond the control of American Bridge Division.(41)

June 1, 1965

The Astoria operation remained shut down. However, five approach spans were floated into place between piers 5-6, 6-7, 164-165, 165-166 and 166-167.

The State Highway Commission at its meeting on this date reviewed construction progress and granted a time extension of 365 calendar days without assessment of liquidated damages.(42)

American Bridge Division acknowledged the time extension, but took exception to the 365 additional calendar days. Since the full extent of the delay was not known, an additional request would be made after the limits of the pier delays and other causes beyond the control of American Bridge were determined.(43)

August 2, 1965

The Astoria operation, shut down for six months, was mobilized again to prepare for the receipt of pier 169.(44)

Pier 169 was released to American Bridge Division and the work of tower erection on this pier was started.(45)

This put in motion an operation which was delayed eighteen months beyond the date specified in the Contract.(46)

All piers were now complete and released to American Bridge. The erection of the superstructure now proceeded at an accelerated rate under duress of a limited time extension and supported by the economics of a more costly winter delay that would occur without this acceleration.

NOTES

(1) Memorandum - C. C. Petersen, September 9, 1963.

(2) The Daily Astorian, October 4, 1963.
The Portland Oregonian, October 6, 1963.

(3) Special Provisions for Steel Superstructure, Columbia River Bridge, Astoria, Oregon - Pt. Ellice, Washington, U.S. Highway 101, Clatsop County, Oregon - Pacific County, Washington.

(4) Letter - W. J. Grosz to R. W. Ellison, October 28, 1963.

(5) Vancouver, Washington Daily Report No. 1, November 13, 1963.

(6) National Diary 1963 - Job Log by Les Laun.

(7) Supra (3).

(8) Letter - Ivan D. Merchant to W. J. Grosz, November 15, 1963.

(9) Supra (3).

(10) Letter - W. J. Grosz to R. W. Ellison, December 6, 1963.

(11) Astoria, Oregon Daily Report No. 2, December 10, 1963.

(12) Supra (6).

(13) Astoria, Oregon Daily Report No. 6, December 16, 1963.

(14) Letter - Ivan D. Merchant to American Bridge Division, January 7, 1964.

(15) National Diary 1964 - Job Log by Les Laun.

(16) Letter - Ivan D. Merchant to American Bridge Division, January 27, 1964.

(17) Letter - W. J. Grosz to Ivan D. Merchant, February 20, 1964.

(18) Vancouver, Washington Daily Report No. 64, February 10, 1964.

(19) The Portland Oregonian, Friday, February 28, 1964.

(20) Letter - C. G. Prahl to Ivan D. Merchant, March 11, 1964.

(21) Letter - W. J. Grosz to Ivan D. Merchant, April 3, 1964.

(22) Letter - Ivan D. Merchant to American Bridge Division, April 6, 1964.

(23) The Daily Astorian, Tuesday, April 7, 1964.

(24) The Portland Oregonian, "Bridge Firm Back on Job," June 18, 1964.

(25) Supra (3).

(26) Letter - W. J. Grosz to Ivan D. Merchant, June 19, 1964.

(27) Letter - W. J. Grosz to Ivan D. Merchant, July 6, 1964.

(28) Letter - L. I. Lindas to W. J. Grosz, July 31, 1964.

(29) Memorandum - C. C. Petersen, August 7, 1964.

(30) Supra (3).

(31) The Daily Astorian, "Contractor Starts Span Pier Work," August 4, 1964.

(32) Supra (15).

(33) Letter - R. W. Ellison to American Bridge Division, September 24, 1964.

(34) Letter - W. J. Grosz to R. W. Ellison, September 29, 1964.

(35) Contract 6124 Specifications, Special Provisions, Columbia River Bridge, Astoria, Oregon - Pt. Ellice, Washington, U.S. Highway 101, Substructure for Steel Spans.

(36) The Daily Astorian, "Steel Work on Main Truss Ends," October 26, 1964.

(37) Letter - W. J. Grosz to R. W. Ellison, December 7, 1964.

(38) Oregon State Highway Commission Supplemental Notice to Contractors, December 8, 1964.

(39) Letter - R. W. Ellison to American Bridge Division, February 11, 1965.

(40) Supra (3).

(41) Letter - R. L. Porter to American Bridge Division, April 19, 1965.

(42) Letter - Floyd Query to U. S. Steel Corporation, June 2, 1965.

(43) Letter - W. J. Grosz to Oregon State Highway Department, June 14, 1965.

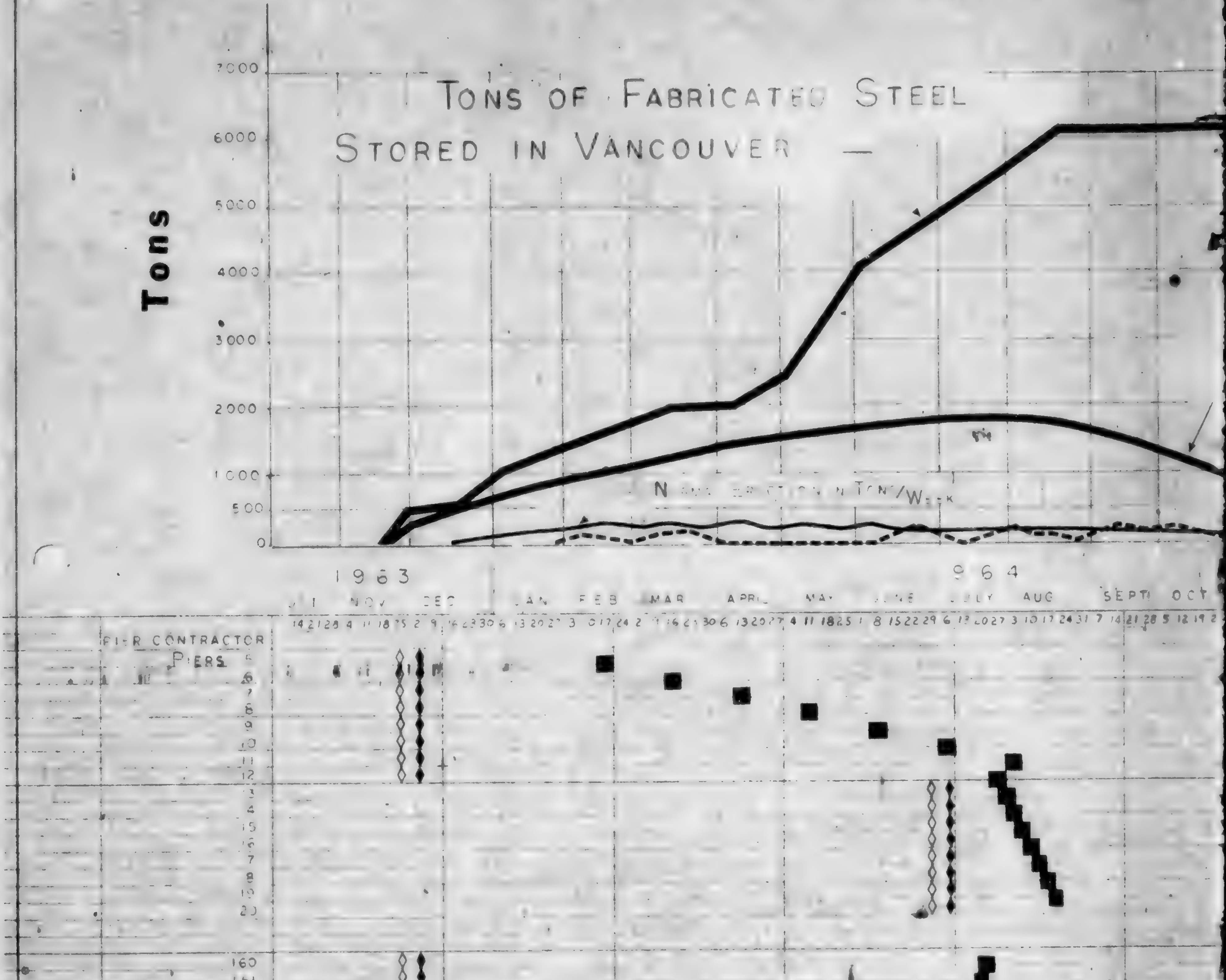
(44) Letter - W. R. Holmstrom to Ivan D. Merchant, July 16, 1965.

(45) National Diary 1965 - Job Log by Les Laun.

(46) Supra (3).

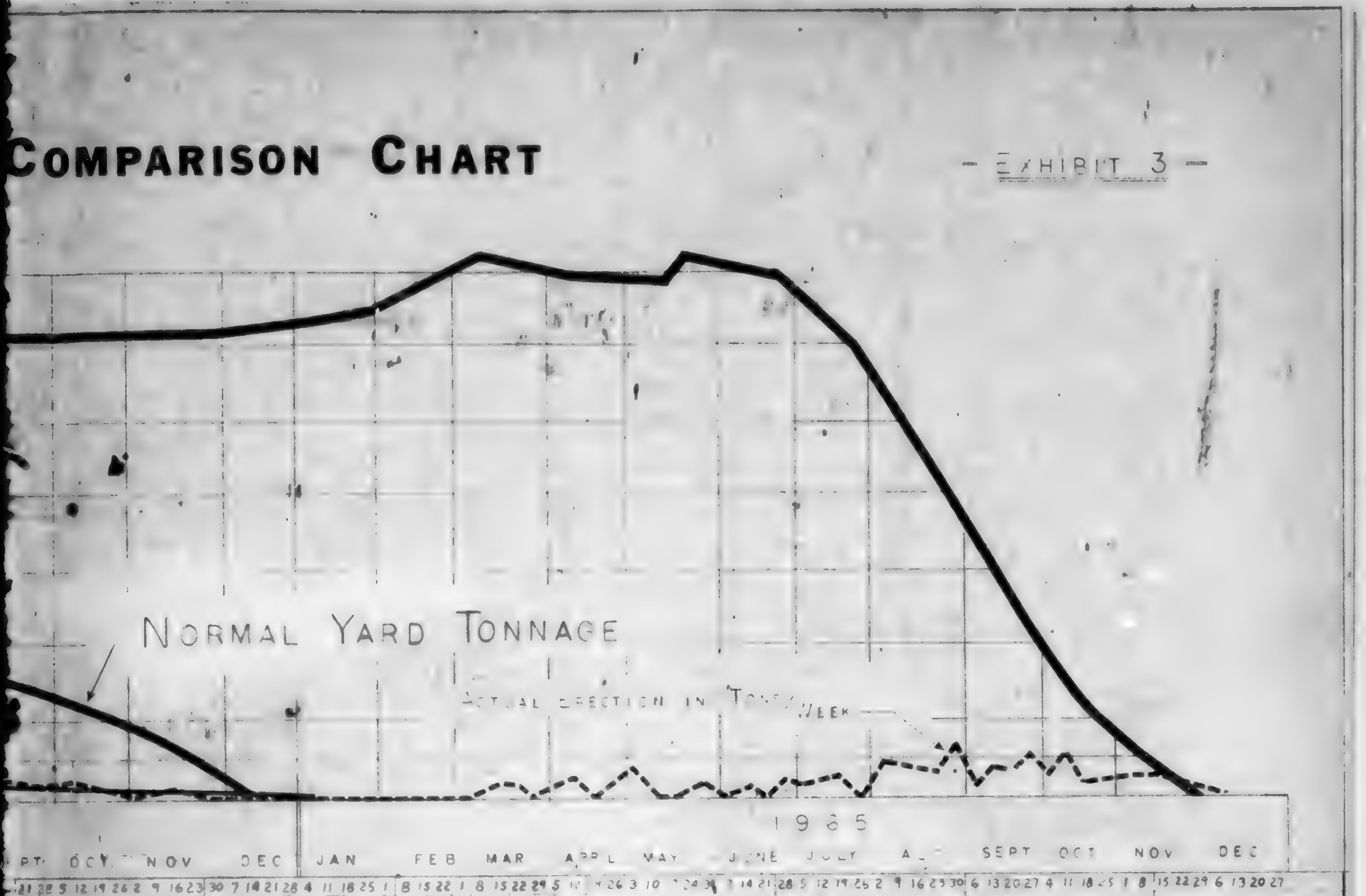
Exhibits 1 - 5

ERECTION COM



COMPARISON CHART

- EXHIBIT 3 -



NORMAL ERECTION SCHEDULE

- EXHIBIT 1 -

AMERICAN BRIDGE
DIVISION OF USS
V-8562-70

COLUMBIA RIVER BRIDGE
ASTORIA - OREGON

11/23 66
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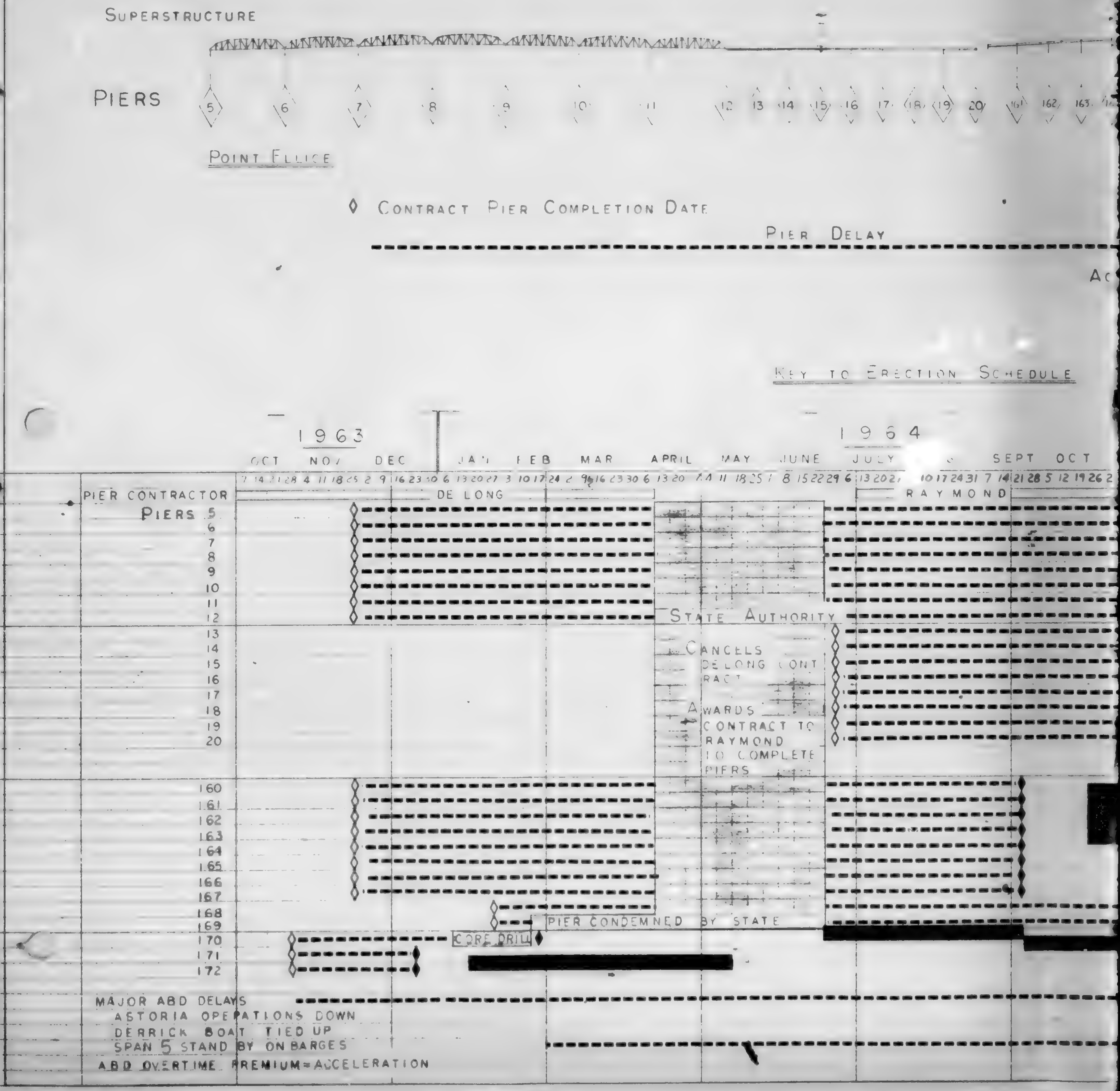
ACTUAL EREC


SUPERSTRUCTURE
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FEB
MAR
APRIL
MAY
JUNE
JULY
SEPT
OCT
PIER CONTRACTOR
DE LONG
RAYMOND
PIERS 5
6
7
8
9
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11
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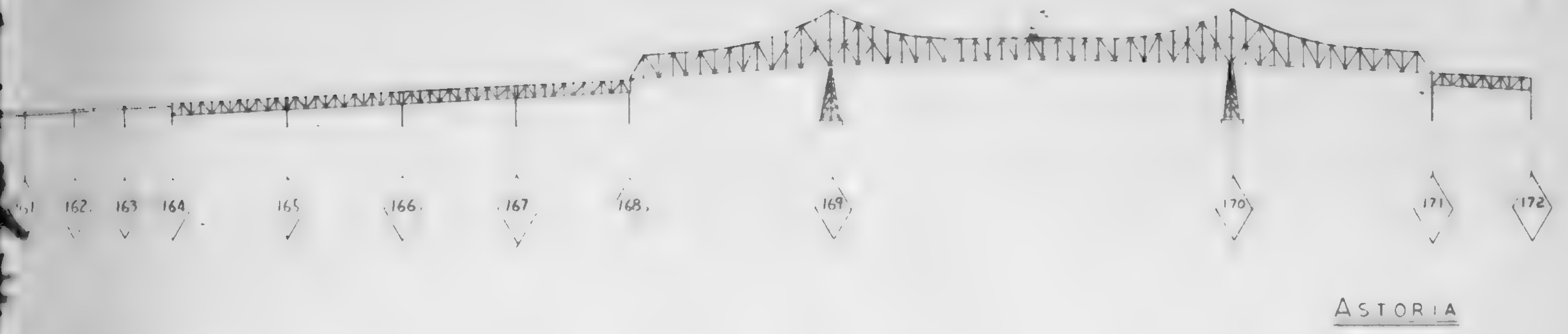
15
16
17
18
19
20
160
161
162
163
164
165
166
167
168
169
170
171
172
STATE AUTHORITY
CANCELS DE LONG CONTRACT
AWARDS CONTRACT TO RAYMOND TO COMPLETE PIERS
PIER CONDEMNED BY STATE
CORE DRILL
MAJOR ABD DELAYS
ASTORIA OPERATIONS DOWN
DERRICK BOAT TIED UP
SPAN 5 STAND BY ON BARGES
ABD OVERTIME PREMIUM=ACCELERATION

ERECTION SCHEDULE

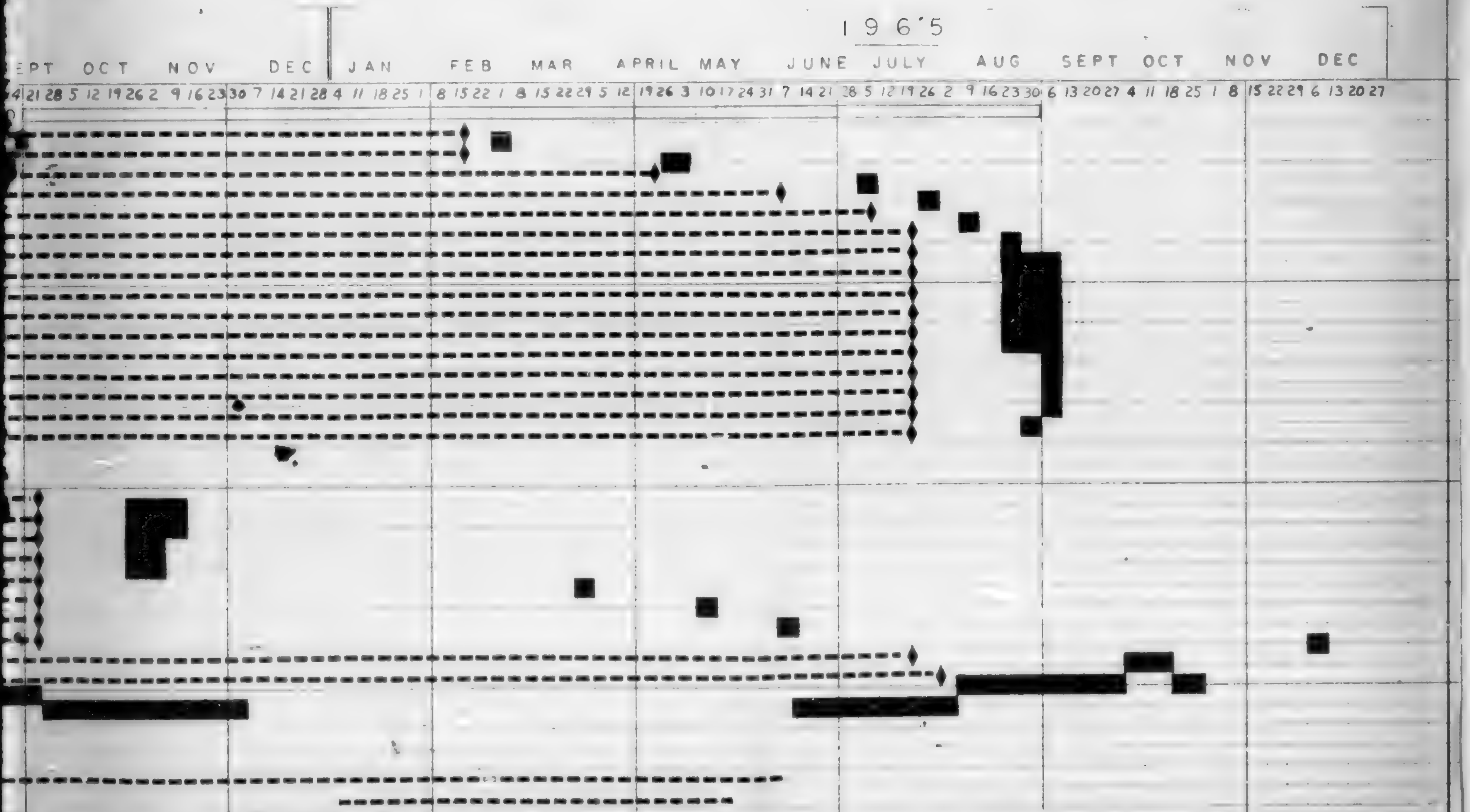
- EXHIBIT 2 -

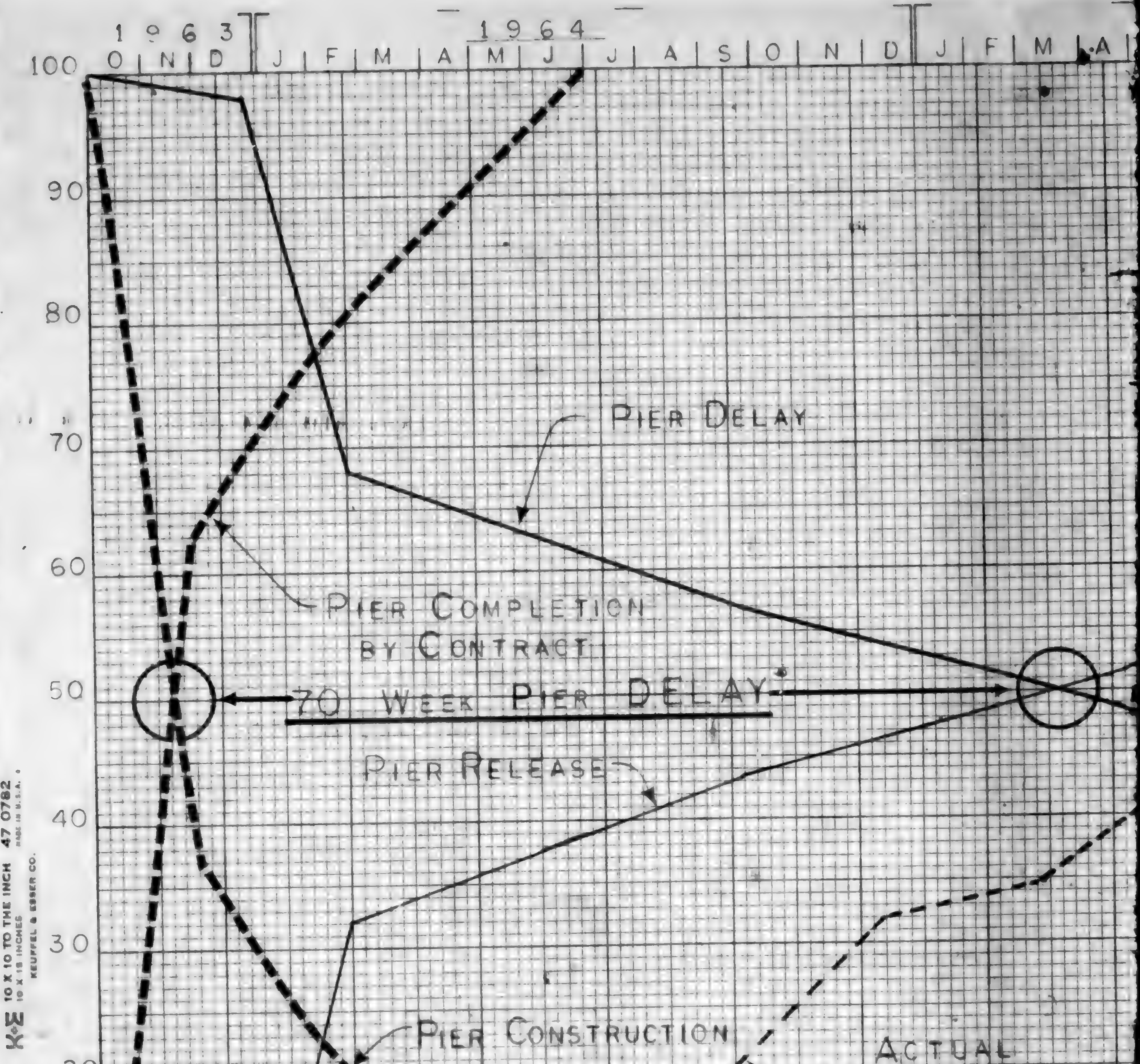


ACTUAL PIER COMPLETION DATE ◆

▬ AMERICAN BRIDGE DIVISION USS ERECTS SUPERSTRUCTURE STEEL

HEDULE




1963
O N D
1964
J F M A M J J A S O N D
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100
90
80
70
60
50
40
30
20
10
0
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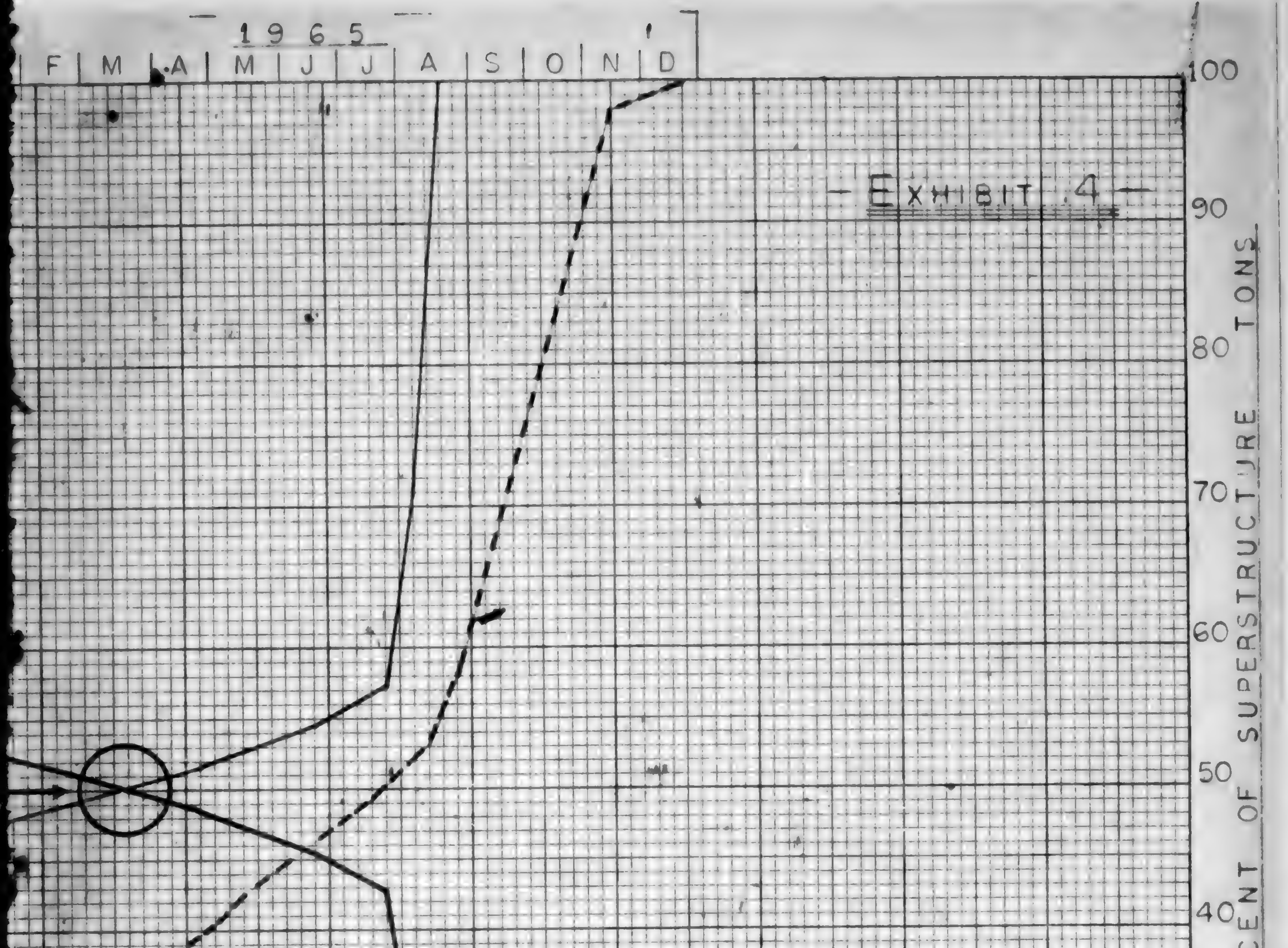
20
30
40
50
60
70
PIER DELAY
PIER COMPLETION BY CONTRACT
70 WEEK PIER DELAY
PIER RELEASE
PIER CONSTRUCTION BY CONTRACT
ACTUAL SUPERSTRUCTURE ERECTION
K+E 10 X 10 TO THE INCH 47 0782
10 X 15 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

- EXHIBIT 4 -

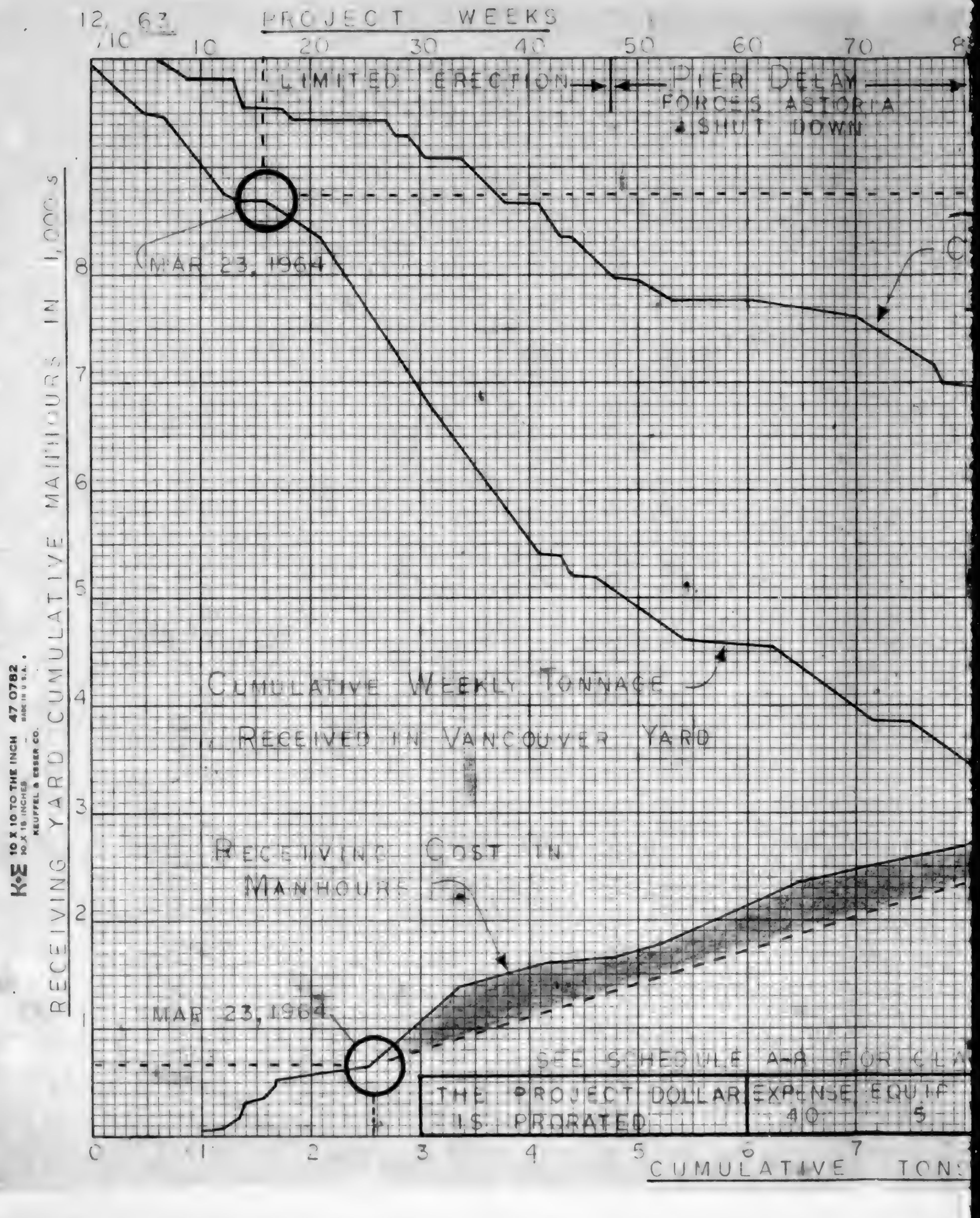


PIER DELAY

AMERICAN BRIDGE DIV
V 8562-70

COLUMBIA RIVER BRIDGE
No 7249
ASTORIA, OREGON

3/3/67
RMS


12/63
/10
PROJECT WEEKS
10
20
30
40
50
60
70
LIMITED ERECTION
PIER DELAY
FORCES ASTORIA
SHUT DOWN
MAR 23, 1964
RECEIVING YARD CUMULATIVE MANHOURS IN 1,000's
8
7
6
5
4
3
2
1
CUMULATIVE WEEKLY TONNAGE
RECEIVED IN VANCOUVER YARD
RECEIVING COST IN
MANHOURS
MAR 23, 1964
SEE SCHEDULE A-A FOR CLA
THE PROJECT DOLLAR
IS PRORATED
EXPENSE
40
EQUIP
5
0
1
2
3
4
5
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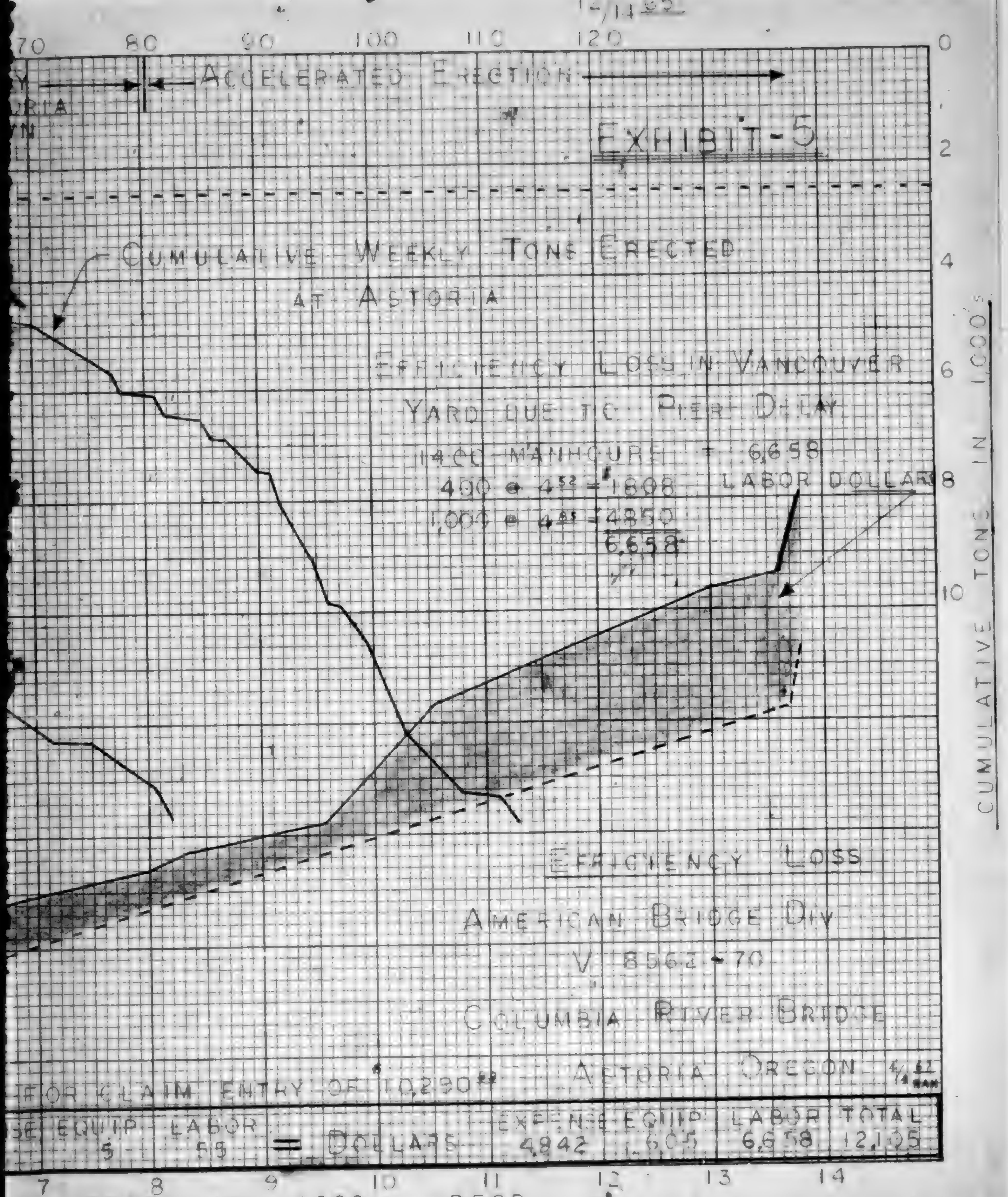
7
CUMULATIVE TONS
K+E 10 X 10 TO THE INCH 47 0782
10 X 15 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

EXHIBIT-5


12/14 65
70
80
90
100
110
120
Y
RIA
YN
ACCELERATED ERECTION
CUMULATIVE WEEKLY TONS ERECTED AT ASTORIA
EFFICIENCY LOSS IN VANCOUVER YARD DUE TO PIER DELAY
1400 MANHOURS = 6,658
400 @ 4.52 = $1808
1,000 @ 4.85 = 4850
6,658
LABOR DOLLARS
EFFICIENCY LOSS
AMERICAN BRIDGE DIV
V 8562-70
COLUMBIA RIVER BRIDGE
ASTORIA OREGON
4/4 61
FOR CLAIM ENTRY OF 10,290.00
SE EQUIP LABOR
$ $$ = DOLLARS
EXPENSE EQUIP LABOR TOTAL
4,842 1,605 6,658 12,105
7
8
9
10
11
12
13
14
E TONS IN 1,000's RECD
0
2
4
6
8
10
CUMULATIVE TONS IN 1,000's

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Additional Compensation for Items Listed Below
Due to Delayed Completion of Substructures (Piers)

Summary of Additional Cost Incurred - Vancouver Yard

Schedule A

Index	Description	Amount	
A-1	Span 5 Stand-by on Barges	$29,228.99	
A-2	Idle Equipment	55,805.57	
A-3	Increased & Extended Rental	39,492.43	
A-4	Escalation on Wage Rates	11,736.34	
A-5	Escalation on Welfare Benefits	2,980.86	
A-6	Overtime Acceleration	10,957.09	
A-7	Project Extension	84,593.67	
A-8	Efficiency Loss in Yard Operations	9,728.77	
	Total Claim for Vancouver Yard		$244,523.72

Summary of Additional Costs Incurred - Astoria

Schedule B

Index	Description	Amount	
B-1	Suspension of Operations	$174,084.34	
B-2	Extended Facilities Rental	9,315.00	
B-3	Escalation on Wage Rates	33,948.62	
B-4	Escalation on Welfare Benefits	8,607.42	
B-5	Escalation on Subsistence	6,552.65	
B-6	Overtime Acceleration	60,697.17	
B-7	Project Extension	46,940.07	
B-8	Derrick Boat Replaced by 4600 Crawler Crane	58,369.67	
	Total Claim for Astoria		398.514.94
	Schedule C-Subcontract Cost		184,369.92
	Schedule D-Interest		138,536.55
	Profit - 10%		82,740.86
	TOTAL AMOUNT OF CLAIM		$1,048,685.99

USS CAT. #1810.24

A-1 - Span 5
Stand-by on Barges

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Storage Expenses of Span 5
During Period March 16, 1964 - February 23, 1965

Schedule A-1

Labor - Straight Time (Exhibit A-1a1)	$ 1,249.13		
Premium Time (" ")	403.42		
Total Labor		$ 1,652.55	
Overhead 15%		247.88	
Total			$ 1,900.43
State Industrial Accident Fund $1,652.55 @ 13.785%		$ 227.80	
Overhead 15%		34.17	
Total			$ 261.97
Unemployment Compensation and Social Security - $1,459.83 @ 6.625%	$ 96.71		
$ 192.72 @ 5.525%	10.65		
Total U.C. & S.S.		$ 107.36	
Overhead 15%		16.10	
Total			$ 123.46
Welfare & Pension Expense (Exhibit A-1a1)		$ 60.81	
Overhead 15%		9.12	
Total			$ 69.93
Equipment Expense (Exhibit A-1a1)	$ 195.24		
" " (" A-1b1)	23,172.76		
Total Equipment		$23,368.00	
Overhead 15%		3,505.20	
Total			$26,873.20
Total Claim for Span 5 Storage			$29,228.99

Additional Expenses Incurred At Vancouver Site storing Span 5 for period March 16, 1964 to February 23, 1965 due to delay of sub-structures. Additional expenses include idle equipment charges for two barges equipped with hoisting engine on which Span 5 was stored; direct labor and associated direct labor expenses of inspecting and performing any necessary work in connection with storage of Span 5 on said barges during storage period.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Summary of Labor & Associated Expenses
March 16, 1964 to February 23, 1965

Exhibit A-1a1

		LABOR		Welfare &	Equipment
Period	Exhibit	Straight Time	Overtime Premium	Pension Expense	Rental Expense
3-16-64 to 3-31-64	A-1a2	$ 205.64	$ -	$ 9.16	$ -
4-01-64 to 4-30-64	A-1a3	25.89	-	.69	-
5-01-64 to 5-31-64	A-1a4	-	-	-	-
6-01-64 to 6-30-64	A-1a4	-	-	-	-
7-01-64 to 7-31-64	A-1a4	-	-	-	-
8-01-64 to 8-31-64	A-1a4	-	-	-	-
9-01-64 to 9-30-64	A-1a4	-	-	-	-
10-01-64 to 10-31-64	A-1a4	-	-	-	-
11-01-64 to 11-30-64	A-1a4	-	-	-	-
12-01-64 to 12-31-64	A-1a5	824.88	403.42	41.04	97.62
1-01-65 to 1-31-65	A-1a6	192.72	-	9.92	97.62
Sub-Totals		$1,249.13	$403.42	$ 60.81	$195.24

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Labor Charges - March 16, 1964 through March 31, 1964

Exhibit A-1a2

Date	Description of Delay	Occupation	Hours	No. of Men	Costs
3-16-64	Tying up Span 5 to floating falsework.	F	8	1	$ 38.96
		HE	16	2	78.88
		OI	4	1	15.08
					$132.92
3-17-64		FE	4	1	$ 21.40
		HE	8	1	36.24
		OI	4	1	15.08
					$ 72.72
	Total Exhibit Labor				$205.64

Summary by Occupation

Occupation	Hours	Rate	Costs
Foreman	4	$5.35	$ 21.40
Foreman	8	4.87	38.96
Hoisting Engineer	16	4.93	78.88
Hoisting Engineer	8	4.53	36.24
Oiler	8	3.77	30.16
			$205.64

Expense on Labor

Welfare & Pension Benefits

	Total
Ironworkers Fund - 12 Hrs. @ $0.15 per Hour	$ 1.80
Engineers Fund - 32 Hrs. @ $0.23 per Hour	7.36
Total	$ 9.16

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Labor Charges - April 1, 1964 through April 30, 1964

Exhibit A-1a3

Date	Description of Delays	Occupation	Hours	No. of Men	Costs
4-01-64	Inspecting barges under floating Span #5.	SYR	1	1	$ 4.05
4-02-64	Pumping bilge water from barges under Span #5.	HE	3	1	$ 14.79
4-13-64	Inspecting barges under floating Span #5.	SYR	1	1	$ 4.05
4-24-64	Inspecting barges under floating Span #5.	SYR	1	1	$ 3.00
	Total Exhibit Labor				$ 25.89

Summary by Occupation

Occupation	Hours	Rate	Costs
Operating Engineers	3	$4.93	$ 14.79
Surveyor	2	4.05	8.10
Surveyor	1	3.00	3.00
			$ 25.89

Expense on Labor

Welfare & Pension Benefits

	Total
Engineers Fund - 3 Hours @ $0.23 per Hour	$ .69

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Labor Charges - May 1, 1964 through November 30, 1964

Exhibit A-1a4

NO LABOR TO REPORT FOR MAY 1, 1964 THROUGH NOVEMBER 30, 1964

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Labor Charges - December 1, 1964 through December 31, 1964

Exhibit A-1a5

Date	Description of Work Performed	Occupation	Hours	No. of Men	Costs
12-23-64	Moving Span 5 to better dock area because of high water.	F	16	2	$ 86.72
		IW	28	7	126.56
		AIW	4	1	14.48
		HE	8	2	41.44
		OI	4	1	16.48
		SYR	4	1	13.40
					$ 299.08
	Rental of Tug - 6 Hrs. @ $16.27/Hr. Knappton Tow Boat Company Purchase Order 78-66,123-65				$ 97.62
12-24-64	Checking Span 5 and removing debris from span.	F	16*	2	$ 83.52
12-25-64	Checking Span 5 and removing debris and slacking cables on span.	F	48*	2	$ 250.56
12-26-64	Checking Span 5 and removing debris and slacking cables on span.	F	48*	2	$ 250.56
		SYR	6**	1	20.10
					$ 270.66
12-27-64	Checking Span 5 and removing debris and slacking cables on span.	F	16*	2	$ 167.04
12-29-64	Checking Span 5 and removing debris and slacking cables on span.	F	8	1	$ 43.36
		F	8*	2	41.76
		IW	16	2	72.32
					$ 157.44
	Total Exhibit Labor				$1,325.92

* To Indicate Double Time
** To Indicate Time & One-Half

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Labor Charges - December 1, 1964 through December 31, 1964

Exhibit A-1a5

Summary by Occupation

Occupation	S.T. Hours	O.T. Hours	Hourly Rate	S.T. Cost	O.T. Cost	Total Cost
Foreman	62	38	$5.42	$336.04	$205.96	$ 542.00
Foreman	38	38	5.02	190.76	190.76	381.52
Ironworker	44	-	4.52	198.88	-	198.88
Ironworker App.	4	-	3.62	14.48	-	14.48
Hoisting Engineer	8	-	5.18	41.44	-	41.44
Oiler	4	-	4.12	16.48	-	16.48
Surveyor	8	2	3.35	26.80	6.70	33.50
Total	168	78		$824.88	$403.42	$1,228.30

Expense on Labor

Welfare & Pension Benefits

	Total
Ironworkers Fund - 148 Hrs. @ $0.10/Hr. + 224 Hrs. @ $0.10/Hr.	$ 37.20
Engineers Fund - 12 Hrs. @ $0.32/Hr.	3.84
Total	$ 41.04

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Labor Charges - January 1, 1965 through January 31, 1965

Exhibit A-1a6

Date	Description	Occupation	Hours	No. of Men	Cost
1-04-65	Check Span 5 and clean out debris from barges.	FE	4	1	$ 21.68
		HE	4	1	20.72
					$ 42.40
1-07-65	Move Span 5 from Cement Co. Dock to Vancouver Ship Dock.	F	4	1	$ 20.08
		HE	8	2	41.44
		OI	4	1	16.48
		IW	16	2	72.32
					$ 150.32
	Total Exhibit Labor				$ 192.72
	Rental of Tug - 6 Hrs. @ $16.27/Hr. Knappton Tow Boat Company Purchase Order 78-66,123-65				$ 97.62

Summary by Occupation

Occupation	Hours	Rate	Cost
Foreman	4	$5.42	$ 21.68
Foreman	4	5.02	20.08
Hoisting Engineer	12	5.18	62.16
Oiler	4	4.12	16.48
Ironworker	16	4.52	72.32
			$192.72

Expense on Labor

Welfare & Pension Benefits

		Total
Ironworkers Fund	- 24 Hrs. @ $0.20/Hr.	$ 4.80
Hoisting Engineers Fund	- 16 Hrs. @ $0.32/Hr.	5.12
		$ 9.92

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Summary of Idle Equipment Expenses
March 16, 1964 through February 23, 1965

Exhibit A-1b1

Period	Exhibit	Amount
3-16-64 to 3-31-64	A-1b2	$ 830.78
4-01-64 to 4-30-64	A-1b2	2,100.00
5-01-64 to 5-31-64	A-1b2	2,100.00
6-01-64 to 6-30-64	A-1b2	2,100.00
7-01-64 to 7-31-64	A-1b2	2,100.00
8-01-64 to 8-31-64	A-1b2	1,832.16
9-01-64 to 9-30-64	A-1b2	1,500.00
10-01-64 to 10-31-64	A-1b2	1,500.00
11-01-64 to 11-30-64	A-1b3	2,407.20
12-01-64 to 12-31-64	A-1b3	2,407.20
1-01-65 to 1-31-65	A-1b3	2,407.20
2-01-65 to 2-23-65	A-1b3	1,888.22
Total Claim Idle Equipment Expenses		$23,172.76

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Idle Equipment Expenses

Exhibit A-1b2

Description of Major Equipment	Hours	Monthly Rate	Cost	
March 16, 1964 through March 31, 1964				
Deck Barge (150' Steel R-1)	96	$750.00	$415.39	
Deck Barge (150' Steel R-1)	96	750.00	415.39	$ 830.78
April 1, 1964 through April 30, 1964				
Deck Barge (150' Steel R-1)	176	750.00	750.00	
Deck Barge (150' Steel R-1)	176	750.00	750.00	
Hoisting Engine (102 H.P.)	176	600.00	600.00	2,100.00
May 1, 1964 through May 31, 1964				
Deck Barge (150' Steel R-1)	168	750.00	750.00	
Deck Barge (150' Steel R-1)	168	750.00	750.00	
Hoisting Engine (102 H.P.)	168	600.00	600.00	2,100.00
June 1, 1964 through June 30, 1964				
Deck Barge (150' Steel R-1)	176	750.00	750.00	
Deck Barge (150' Steel R-1)	176	750.00	750.00	
Hoisting Engine (102 H.P.)	176	600.00	600.00	2,100.00
July 1, 1964 through July 31, 1964				
Deck Barge (150' Steel R-1)	184	750.00	750.00	
Deck Barge (150' Steel R-1)	184	750.00	750.00	
Hoisting Engine (102 H.P.)	184	600.00	600.00	2,100.00
August 1, 1964 through August 31, 1964				
Deck Barge (150' Steel R-1)	168	750.00	750.00	
Deck Barge (150' Steel R-1)	168	750.00	750.00	
Hoisting Engine (102 H.P.)	96	600.00	332.16	1,832.16
September 1, 1964 through September 30, 1964				
Deck Barge (105' Steel R-1)	168	750.00	750.00	
Deck Barge (105' Steel R-1)	168	750.00	750.00	1,500.00
October 1, 1964 through October 31, 1964				
Deck Barge (150' Steel R-1)	176	750.00	750.00	
Deck Barge (150' Steel R-1)	176	750.00	750.00	1,500.00
	Sub-Total			$14,062.94

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Idle Equipment Expenses

Exhibit A-1b3

Description of Major Equipment	Hours	Monthly Rate	Cost	
November 1, 1964 through November 30, 1964				
Deck Barge (150' Steel R-1)	168	$750.00	$750.00	
Deck Barge (150' Steel R-1)	168	750.00	750.00	
Hoisting Engine (110 H.P.)	168	907.20	907.20	$ 2,407.20
December 1, 1964 through December 31, 1964				
Deck Barge (150' Steel R-1)	184	750.00	750.00	
Deck Barge (150' Steel R-1)	184	750.00	750.00	
Hoisting Engine (110 H.P.)	184	907.20	907.20	2,407.20
January 1, 1965 through January 31, 1965				
Deck Barge (150' Steel R-1)	168	750.00	750.00	
Deck Barge (150' Steel R-1)	168	750.00	750.00	
Hoisting Engine (110 H.P.)	168	907.20	907.20	2,407.20
February 1, 1965 through February 23, 1965				
Deck Barge (150' Steel R-1)	136	750.00	588.47	
Deck Barge (150' Steel R-1)	136	750.00	588.47	
Hoisting Engine	136	907.20	711.28	1,888.22
Total Exhibit A-1b3				$ 9,109.82
Total Exhibit A-1b2				14,062.94
Grand Total				$23,172.76

Deck Barges 105' R-1 Rented from
Zidell Machine and Supply Company
Purchase Order 78-66,112

USS CAT. #1210:25

A-2
Idle Equipment

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Idle Equipment Expenses
Summary - March 16, 1964 to February 23, 1965

Schedule A-2

Period	Exhibit	Equipment
3-16-64 to 3-31-64	A-2a1	$ 1,701.82
4-01-64 to 4-30-64	A-2a1	5,949.85
5-01-64 to 5-31-64	A-2a1 & 2	6,282.92
6-01-64 to 6-30-64	A-2a2	3,837.78
7-01-64 to 7-30-64	A-2a2	3,598.10
8-01-64 to 8-31-64	A-2a3	1,555.46
9-01-64 to 9-30-64	A-2a3	1,533.30
10-01-64 to 10-31-64	A-2a3	1,500.69
11-01-64 to 11-30-64	A-2a3	1,457.61
12-01-64 to 12-31-64	A-2a4	6,543.18
1-01-65 to 1-31-65	A-2a4	10,019.36
2-01-65 to 2-23-65	A-2a4	4,546.51
	Total Idle Equipment	$48,526.58
	Overhead 15%	7,278.99
Total Claim for Idle Equipment Expense		$55,805.57

Additional Expenses Incurred at Vancouver Site for idle equipment during period March 16, 1964 to February 23, 1965 due to delay of sub-structures.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Idle Equipment Expense

Exhibit A-2a1

Description of Major Equipment		Hours	Mo. Rate	Cost	
March 16, 1964 through March 31, 1964					
Air Compressor (600 C.F.M.)		96	$ 916.80	$ 507.84	
Truck Crane (P&H 45 Ton)		8	5,472.00	252.56	
Straddle Truck		8	1,536.00	70.93	
Pneumatic Holder-on	(2)	192	10.00	11.08	
Pneumatic Holder-on	(2)	192	11.00	12.40	
Pneumatic Impact Wrenches	(6)	480	40.00	110.78	
Pneumatic Jam Riveters	(4)	384	20.00	44.31	
Pneumatic Rivet Hammers	(2)	192	18.50	20.49	
Pneumatic River Hammers	(2)	192	15.00	16.61	
Hydraulic Jacks	(3)	288	9.10	15.12	
Journal Jacks	(4)	384	150.00	332.31	
Hydraulic Pumps	(2)	192	255.00	282.47	
Water Pump		96	45.00	24.92	$ 1,701.82
April 1, 1964 through April 30, 1964					
Air Compressor (600 C.F.M.)		176	$ 916.80	$ 916.80	
Truck Crane (P&H 45 Ton)		52	5,472.00	1,641.64	
Whirley Crane (50 Ton R-1)		104	104.00*	1,352.00	
Straddle Truck		44	1,536.00	390.11	
Pneumatic Holder-on	(2)	352	10.00	20.00	
Pneumatic Holder-on	(2)	352	11.00	22.00	
Pneumatic Impact Wrenches	(5)	880	40.00	200.00	
Pneumatic Jam Riveters	(4)	704	20.00	80.00	
Pneumatic Rivet Hammers	(2)	352	18.50	37.00	
Pneumatic Rivet Hammers	(2)	352	15.00	30.00	
Hydraulic Jacks	(3)	528	9.10	27.30	
Journal Jacks	(4)	704	150.00	600.00	
Hydraulic Pumps	(2)	352	255.00	510.00	
Water Pump		176	45.00	45.00	
Safety Boat		176	25.00	25.00	
Outboard Motor		176	53.00	53.00	$ 5,949.85
May 1, 1964 through May 31, 1964					
Air Compressor (600 C.F.M.)		24	$ 916.80	$ 126.96	
Air Compressor (315 C.F.M.)		144	532.80	442.64	
Whirley Crane (50 Ton R-1)		88	104.00*	1,144.00	
Truck Crane (P&H 45 Ton)		88	5,472.00	2,778.16	
Straddle Truck		16	1,536.00	141.86	
Pneumatic Holder-on	(2)	336	10.00	20.00	
Pneumatic Holder-on	(2)	336	11.00	22.00	
Pneumatic Impact Wrenches	(5)	840	40.00	200.00	
Pneumatic Jam Riveters		672	20.00	80.00	
Pneumatic Rivet Hammers	(2)	336	18.50	37.00	

(Cont'd)

*Daily Rate - 8 Hours

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Idle Equipment Expense

Exhibit A-2a2

Description of Major Equipment		Hours	Mo. Rate	Cost	
May 1, 1964 through May 31, 1964 (Cont'd)					
Pneumatic Rivet Hammers	(2)	336	$ 15.00	$ 30.00	
Hydraulic Jacks	(3)	504	9.10	27.30	
Journal Jacks	(4)	672	150.00	600.00	
Hydraulic Pumps	(2)	336	255.00	510.00	
Water Pump		168	45.00	45.00	
Safety Boat		168	25.00	25.00	
Outboard Motor		168	53.00	53.00	$ 6,282.92
June 1, 1964 through June 30, 1964					
Air Compressor (315 C.F.M.)		112	$ 532.80	$ 344.28	
Whirley Crane (50 Ton R-1)		64	104.00*	832.00	
Truck Crane (P&H 45 Ton)		32	5,472.00	1,010.24	
Pneumatic Holder-on	(2)	112	10.00	6.46	
Pneumatic Holder-on	(4)	592	11.00	37.50	
Pneumatic Impact Wrenches	(5)	880	40.00	200.00	
Pneumatic Jam Riveters	(4)	704	20.00	80.00	
Pneumatic Rivet Hammers	(2)	352	18.50	37.00	
Pneumatic Rivet Hammers	(2)	352	15.00	30.00	
Hydraulic Jacks	(3)	528	9.10	27.30	
Journal Jacks	(4)	704	150.00	600.00	
Hydraulic Pumps	(2)	352	255.00	510.00	
Water Pump		176	45.00	45.00	
Safety Boat		176	25.00	25.00	
Outboard Motor		176	53.00	53.00	$ 3,837.78
July 1, 1964 through July 31, 1964					
Air Compressor (315 C.F.M.)		160	$ 532.00	$ 491.82	
Whirley Crane (50 Ton R-1)		64	104.00*	832.00	
Truck Crane (P&H 45 Ton)		16	5,472.00	505.12	
Straddle Truck		16	1,536.00	141.86	
Pneumatic Holder-on	(4)	736	11.00	44.00	
Pneumatic Impact Wrench	(5)	920	40.00	200.00	
Pneumatic Jam Riveters	(4)	736	20.00	80.00	
Pneumatic Rivet Hammers	(2)	368	18.50	37.00	
Pneumatic Rivet Hammers	(2)	368	15.00	30.00	
Hydraulic Jacks	(3)	552	9.10	27.30	
Journal Jacks	(4)	736	150.00	600.00	
Hydraulic Pumps	(2)	368	255.00	510.00	
Water Pump		184	45.00	45.00	
Safety Boat		120	25.00	17.30	
Outboard Motor		120	53.00	36.70	$ 3,598.10

*Daily Rate - 8 Hours

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Idle Equipment Expense

Exhibit A-2a3

Description of Major Equipment		Hours	Mo. Rate	Cost	
August 1, 1964 through August 31, 1964					
Pneumatic Holder-on		672	$ 11.00	$ 44.00	
Pneumatic Impact Wrenches	(5)	768	40.00	182.16	
Pneumatic Jam Riveters	(4)	672	20.00	80.00	
Pneumatic Rivet Hammers	(2)	336	18.50	37.00	
Pneumatic Rivet Hammers	(2)	336	15.00	30.00	
Hydraulic Jacks	(3)	504	9.10	27.30	
Journal Jacks	(4)	672	150.00	600.00	
Hydraulic Pumps	(2)	336	255.00	510.00	
Water Pump		168	45.00	45.00	$ 1,555.46
September 1, 1964 through September 30, 1964					
Pneumatic Holder-on	(4)	672	$ 11.00	$ 44.00	
Pneumatic Impact Wrenches	(4)	672	40.00	160.00	
Pneumatic Jam Riveters	(4)	672	20.00	80.00	
Pneumatic Rivet Hammers	(2)	336	18.50	37.00	
Pneumatic Rivet Hammers	(2)	336	15.00	30.00	
Hydraulic Jacks	(3)	504	9.10	27.30	
Journal Jacks	(4)	672	150.00	600.00	
Hydraulic Pumps	(2)	336	255.00	510.00	
Water Pump		168	45.00	45.00	$ 1,533.30
October 1, 1964 through October 31, 1964					
Pneumatic Holder-on	(4)	704	$ 11.00	$ 44.00	
Pneumatic Impact Wrenches	(4)	560	40.00	127.39	
Pneumatic Jam Riveters	(4)	704	20.00	80.00	
Pneumatic Rivet Hammers	(2)	352	18.50	37.00	
Pneumatic Rivet Hammers	(2)	352	15.00	30.00	
Hydraulic Jacks	(3)	528	9.10	27.30	
Journal Jacks	(4)	704	150.00	600.00	
Hydraulic Pumps	(2)	352	255.00	510.00	
Water Pump		176	45.00	45.00	$ 1,500.69
November 1, 1964 through November 30, 1964					
Pneumatic Holder-on	(4)	672	$ 11.00	$ 44.00	
Pneumatic Impact Wrenches	(3)	360	40.00	84.31	
Pneumatic Jam Riveters	(4)	672	20.00	80.00	
Pneumatic Rivet Hammers	(2)	336	18.50	37.00	
Pneumatic Rivet Hammers	(2)	336	15.00	30.00	
Hydraulic Jacks	(3)	504	9.10	27.30	
Journal Jacks	(4)	672	150.00	600.00	
Hydraulic Pumps	(2)	336	255.00	510.00	
Water Pump		168	45.00	45.00	$ 1,457.61

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Idle Equipment Expense

Exhibit A-2a4

Description of Major Equipment		Hours	Mo. Rate	Cost	
December 1, 1964 through December 31, 1964					
Whirley Crane (50 Ton R-1)		96	$ 104.00*	$1,248.00	
Truck Crane (45 T. Cap)		96	5,472.00	3,030.72	
Straddle Truck		96	1,536.00	851.16	
Pneumatic Holder-on	(4)	736	11.00	44.00	
Pneumatic Impact Wrench		184	40.00	40.00	
Pneumatic Jam Riveter	(4)	736	20.00	80.00	
Pneumatic Rivet Hammers	(2)	368	18.50	37.00	
Pneumatic Rivet Hammers	(2)	368	15.00	30.00	
Hydraulic Jacks	(3)	552	9.10	27.30	
Journal Jacks	(4)	736	150.00	600.00	
Hydraulic Pumps	(2)	368	255.00	510.00	
Water Pump		184	45.00	45.00	$ 6,543.18
January 1, 1965 through January 31, 1965					
Whirley Crane (50 Ton R-1)		168	$ 104.00*	$2,184.00	
Truck Crane (45 Ton)		160	5,472.00	5,051.20	
Straddle Truck		48	1,536.00	425.58	
Air Compressor (125 C.F.M.)		144	408.00	338.95	
Air Compressor (315 C.F.M.)		144	532.80	442.64	
Welding Machine (300 AMP Diesel)		144	240.00	199.38	
Pneumatic Holder-on	(4)	672	11.00	44.00	
Pneumatic Impact Wrench		168	40.00	40.00	
Pneumatic Jam Riveters	(4)	384	20.00	44.31	
Pneumatic Rivet Hammers	(2)	336	18.50	37.00	
Pneumatic Rivet Hammers	(2)	336	15.00	30.00	
Hydraulic Jacks	(3)	504	9.10	27.30	
Journal Jacks	(4)	672	150.00	600.00	
Hydraulic Pumps	(2)	336	255.00	510.00	
Water Pump		168	45.00	45.00	$10,019.36
February 1, 1965 through February 23, 1965					
Whirley Crane (50 Ton R-1)		136	$ 104.00*	$1,768.00	
Truck Crane (45 Ton)		32	5,472.00	1,010.24	
Air Compressor (125 C.F.M.)		40	408.00	94.15	
Air Compressor (315 C.F.M.)		136	532.80	418.05	
Welding Machine (300 AMP Diesel)		136	240.00	188.31	
Pneumatic Holder-on	(4)	544	11.00	35.14	
Pneumatic Impact Wrench		136	40.00	31.39	
Pneumatic Jam Riveters	(2)	272	20.00	31.39	
Pneumatic Rivet Hammers	(2)	272	18.50	29.02	
Pneumatic Rivet Hammers	(2)	272	15.00	23.53	
Hydraulic Jacks	(3)	408	9.10	21.42	
Journal Jacks	(4)	544	150.00	470.78	
Hydraulic Pumps	(2)	272	255.00	400.17	
Water Pump		136	45.00	24.92	$ 4,546.51

*Daily Rate - 8 Hours

Whirley Crane 50 Ton R-1 Rented from Vancouver Ship Yard
Division of Gilmore Steel Corporation - Purchase Order 78-66,116-65

USS CAT. #1810.26

A-3 - Increased &
Extended Rental

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Increased and Extended Yarding Expenses

Summary A-3a through A-3d

March 16, 1964 through August 31, 1965

Schedule A-3

Land Rental			
7 - Thru Truss Spans Piers 5 to 12 Incl. Exhibit A-3a1	$10,239.15		
12 - DPG Spans & Bent at Pier 164 Exhibit A-3b1	423.00		
5 - Deck Truss Spans Piers 164 to 178 Incl. Exhibit A-3c1	1,638.50		
1 - Cantilever Truss Bridge & Towers Exhibit A-3d1	9,568.08		
Total Additional Rental		$21,868.73	
Overhead 15%		3,280.31	
Total			$25,149.04
Additional Bolsters			
7 - Thru Truss Spans Piers 5 to 12 Incl. Exhibit A-3a	$ 7,417.28		
5 - Deck Truss Spans Piers 164 to 178 Incl. Exhibit A-3c	998.40		
1 - Cantilever Truss Bridge & Towers Exhibit A-3d	5,678.40		
Total Additional Bolsters		$14,094.08	
Overhead 15%		2,114.11	
Total			$16,208.19
Scrap Credit for 2,072 Bolsters			(1,864.80)
Total Claim for Increased and Extended Yarding Cost			$39,492.43

Additional Expenses Incurred at Vancouver Site for the increased and extended storage yard area and additional bolsters required for period March 16, 1964 to August 31, 1965 due to delay of sub-structures.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
7 Thru Truss Spans Piers 5 to 12 Incl.

Summary A-3a2, 3 & 4

March 16, 1964 through August 31, 1965

Exhibit A-3a1

Period	Exhibit	Land Rental Cost	Bolster Cost	Total Cost
3-16-64 to 3-31-64	A-3a2	$ 123.63	$ 2,088.32	$ 2,211.95
4-01-64 to 4-30-64	A-3a2	247.25	-	247.25
5-01-64 to 5-31-64	A-3a2	247.25	-	247.25
6-01-64 to 6-30-64	A-3a2	506.00	2,171.52	2,677.52
7-01-64 to 7-31-64	A-3a2	506.00	-	506.00
8-01-64 to 8-31-64	A-3a2	629.00	1,052.48	1,681.48
9-01-64 to 9-30-64	A-3a3	760.00	2,104.96	2,864.96
10-01-64 to 10-31-64	A-3a3	760.00	-	760.00
11-01-64 to 11-30-64	A-3a3	760.00	-	760.00
12-01-64 to 12-31-64	A-3a3	760.00	-	760.00
1-01-65 to 1-31-65	A-3a3	760.00	-	760.00
2-01-65 to 2-28-65	A-3a3	760.00	-	760.00
3-01-65 to 3-31-65	A-3a4	760.00	-	760.00
4-01-65 to 4-30-65	A-3a4	633.34	-	633.34
5-01-65 to 5-31-65	A-3a4	633.34	-	633.34
6-01-65 to 6-30-65	A-3a4	633.34	-	633.34
7-01-65 to 7-31-65	A-3a4	506.67	-	506.67
8-01-65 to 8-31-65	A-3a4	253.33	-	253.33
Total		$10,239.15	$ 7,417.28	$17,656.43

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
7 Thru Truss Spans Piers 5 to 12 Incl.

Exhibit A-3a2

Storage Area Rented:

March 16, 1964 through March 31, 1964

762 Tons for Spans 6 and 7 yarded on 502 Timber Bolsters 49,450 Sq. Ft. @ $.005 per month (1/2 month).	$ 123.63
502 Timber Bolsters @ $4.16 each	2,088.32

April 1, 1964 through April 30, 1964

762 Tons for Spans 6 and 7 yarded on 502 Timber Bolsters * 49,450 Sq. Ft. @ $.005 per month.	$ 247.25

May 1, 1964 through May 31, 1964

762 Tons for Spans 6 and 7 yarded on 502 Timber Bolsters * 49,450 Sq. Ft. @ $.005 per month.	$ 247.25

June 1, 1964 through June 30, 1964

1,159 Tons for Spans 6, 7 & 8 on 764 Timber Bolsters 75,350 Sq. Ft. @ $.005	
262 Additional Timber Bolsters for the above Spans @ $4.16 each.	
396 Tons for Span 9 on 260 Timber Bolsters 25,850 Sq. Ft. @ $.005	$ 506.00
260 Timber Bolsters @ $4.16	2,171.52

July 1, 1964 through July 31, 1964

1,555 Tons for Spans 6, 7 & 8 on 1,024 Timber Bolsters * 101,200 Sq. Ft. @ $.005	$ 506.00

August 1, 1964 through August 31, 1964

1,555 Tons for Spans 6, 7, 8 & 9 on 1,024 Timber Bolsters 101,200 Sq. Ft. @ $.005	
383 Tons for Span 10 on 253 Timber Bolsters 24,600 Sq. Ft. @ $.005	$ 629.00
253 Timber Bolsters @ $4.16	1,052.48

* Timber Bolsters @ $4.16

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
7 Thru Truss Spans Piers 5 to 12 Incl.

Exhibit A-3a3

Storage Area Rented:

September 1, 1964 through September 30, 1964

2,328 Tons for Spans 6, 7, 8, 9, 10 and 11 on 1,277 Timber Bolsters. 152,000 Sq. Ft. @ $.005	$ 760.00
506 Additional Timber Bolsters at $4.16 each	2,104.96

October 1, 1964 through October 31, 1964

2,323 Tons for Spans 6, 7, 8, 9, 10 and 11 on 1,783 Timber Bolsters. 152,000 Sq. Ft. @ $.005	$ 760.00

November 1, 1964 through November 30, 1964

2,323 Tons for Spans 6, 7, 8, 9, 10 and 11 on 1,783 Timber Bolsters. 152,000 Sq. Ft. @ $.005	$ 760.00

December 1, 1964 through December 31, 1964

2,323 Tons for Spans 6, 7, 8, 9, 10 and 11 on 1,783 Timber Bolsters. 152,000 Sq. Ft. @ $.005	$ 760.00

January 1, 1965 through January 31, 1965

2,323 Tons for Spans 6, 7, 8, 9, 10 and 11 on 1,783 Timber Bolsters. 152,000 Sq. Ft. @ $.005	$ 760.00

February 1, 1965 through February 28, 1965

2,323 Tons for Spans 6, 7, 8, 9, 10 and 11 on 1,783 Timber Bolsters. 152,000 Sq. Ft. @ $.005	$ 760.00

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
7 Thru Truss Spans Piers 5 to 12 Incl.

Exhibit A-3a4

Storage Area Rented:

March 1, 1965 through March 31, 1965

2,323 Tons for Spans 6, 7, 8, 9, 10 and 11.
152,000 Sq. Ft. @ $.005 $ 760.00

April 1, 1965 through April 30, 1965

1,942 Tons for Spans 6, 7, 8, 9, 10 and 11.
126,668 Sq. Ft. @ $.005 $ 633.34

May 1, 1965 through May 31, 1965

1,942 Tons for Spans 7, 8, 9, 10 and 11.
126,668 Sq. Ft. @ $.005 $ 633.34

June 1, 1965 through June 30, 1965

1,942 Tons for Spans 7 through 11.
126,668 Sq. Ft. @ $.005 $ 633.34

July 1, 1965 through July 31, 1965

1,561 Tons for Spans 8 through 11.
101,334 Sq. Ft. @ $.005 $ 506.67

August 1, 1965 through August 31, 1965

768 Tons for Spans 10 and 11.
50,666 Sq. Ft. @ $.005 $ 253.33

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
12 DPG Spans and Bent at Pier 164

Summary - A-3b2 & 3

September 1, 1964 through August 31, 1965

Exhibit A-3b1

Period	Exhibit	Land Rental Cost	Bolster Cost	Total Cost
9-01-64 to 9-30-64	A-3b2	$ 43.50	$ -	$ 43.50
10-01-64 to 10-31-64	A-3b2	43.50	-	43.50
11-01-64 to 11-30-64	A-3b2	6.00	-	6.00
12-01-64 to 12-31-64	A-3b2	6.00	-	6.00
1-01-65 to 1-31-65	A-3b2	18.00	-	18.00
2-01-65 to 2-28-65	A-3b2	30.00	-	30.00
3-01-65 to 3-31-65	A-3b2	36.00	-	36.00
4-01-65 to 4-30-65	A-3b2	48.00	-	48.00
5-01-65 to 5-31-65	A-3b3	48.00	-	48.00
6-01-65 to 6-30-65	A-3b3	48.00	-	48.00
7-01-65 to 7-31-65	A-3b3	48.00	-	48.00
8-01-65 to 8-31-65	A-3b3	48.00	-	48.00
Total		$423.00		$423.00

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
12 DPG Spans and Bent at Pier 164

Exhibit A-3b2

Storage Area Rental:

September 1, 1964 through September 30, 1964

414 Tons for Spans 12, 160, 161, 162 and 16.
8,700 Sq. Ft. @ $.005 — $ 43.50

October 1, 1964 through October 31, 1964

414 Tons for Spans 12, 160, 161, 162 and 163.
8,700 Sq. Ft. @ $.005 — $ 43.50

November 1, 1964 through November 30, 1964

80 Tons for Span 12.
1,200 Sq. Ft. @ $.005 — $ 6.00

December 1, 1964 through December 31, 1964

80 Tons for Span 12.
1,200 Sq. Ft. @ $.005 — $ 6.00

January 1, 1965 through January 31, 1965

242 Tons for Spans 12, 13 and 14.
3,600 Sq. Ft. @ $.005 — $ 18.00

February 1, 1965 through February 28, 1965

402 Tons for Spans 12 through 19.
6,000 Sq. Ft. @ $.005 — $ 30.00

March 1, 1965 through March 31, 1965

482 Tons for Spans 12 through 19.
7,200 Sq. Ft. @ $.005 — $ 36.00

April 1, 1965 through April 30, 1965

642 Tons for Spans 12 through 19.
9,600 Sq. Ft. @ $.005 — $ 48.00

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
12 DPG Spans and Bent at Pier 164

Exhibit A-3b3

Storage Area Rental:

May 1, 1965 through May 31, 1965	
642 Tons for Spans 12 through 19. 9,600 Sq. Ft. @ $.005	$ 48.00
June 1, 1965 through June 30, 1965	
642 Tons for Spans 12 through 19. 9,600 Sq. Ft. @ $.005	$ 48.00
July 1, 1965 through July 31, 1965	
642 Tons for Spans 12 through 19. 9,600 Sq. Ft. @ $.005	$ 48.00
August 1, 1965 through August 31, 1965	
642 Tons for Spans 12 through 19. 9,600 Sq. Ft. @ $.005	$ 48.00

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
5 Deck Truss Spans Piers 164 to 178 Incl.

Summary - A-3c2 & 3

September 1, 1964 to April 30, 1965

Exhibit A-3c1

Period	Exhibit	Land Rental Cost	Bolster Cost	Total Cost
9-01-64 to 9-30-64	A-3c2	$ 107.50	$998.40	$1,105.90
10-01-64 to 10-31-64	A-3c2	107.50	-	107.50
11-01-64 to 11-30-64	A-3c2	107.50	-	107.50
12-01-64 to 12-31-64	A-3c2	107.50	-	107.50
1-01-65 to 1-31-65	A-3c2	324.50	-	324.50
2-01-65 to 2-28-65	A-3c2	324.50	-	324.50
3-01-65 to 3-31-65	A-3c2	342.50	-	342.50
4-01-65 to 4-30-65	A-3c2	217.00	-	217.00
Total		$1,638.50	$998.40	$2,636.90

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Pridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
5 Deck Truss Spans Piers 164 to 178 Incl.

Exhibit A-3c2

Storage Area Rental:

September 1, 1964 through September 30, 1964	
366 Tons for Span 164 and 240 Timber Bolsters. 240 Timber Bolsters @ $4.16 each.	$ 998.40
21,500 Sq. Ft. @ $.005	107.50
October 1, 1964 through October 31, 1964	
366 Tons for Spans 164 on Timber Bolsters. 21,500 Sq. Ft. @ $.005	$ 107.50
November 1, 1964 through November 30, 1964	
366 Tons for Span 164 on 240 Timber Bolsters. 21,500 Sq. Ft. @ $.005	$ 107.50
December 1, 1964 through December 31, 1964	
366 Tons for Span 164 on 240 Timber Bolsters. 21,500 Sq. Ft. @ $.005	$ 107.50
January 1, 1965 through January 31, 1965	
1,127 Tons for Spans 164, 165 & 166 on 240 Timber Bolsters. 64,900 Sq. Ft. @ $.005	$ 324.50
February 1, 1965 through February 28, 1965	
1,127 Tons for Spans 164, 165 & 166 on 240 Timber Bolsters. 64,900 Sq. Ft. @ $.005	$ 324.50
March 1, 1965 through March 31, 1965	
1,079 Tons for Spans 164, 165 and 166 on 240 Timber Bolsters. 68,500 Sq. Ft. @ $.005	$ 342.50
April 1, 1965 through April 30, 1965	
761 Tons for Spans 164, 165 & 166 on 240 Timber Bolsters. 43,400 Sq. Ft. @ $.005	$ 217.00

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
1 Cantilever Truss Bridge & Towers

Summary - A-3d2 & 3

September 1, 1964 to August 31, 1965

Exhibit A-3d1

Period	Exhibit	Land Rental Cost	Bolster Cost	Total Cost
9-01-64 to 9-30-64	A-3d2	$ 477.98	$5,678.40	$ 6,156.38
10-01-64 to 10-31-64	A-3d2	477.97	-	477.97
11-01-64 to 11-30-64	A-3d2	477.97	-	477.97
12-01-64 to 12-31-64	A-3d2	627.98	-	627.98
1-01-65 to 1-31-65	A-3d2	576.17	-	576.17
2-01-65 to 2-28-65	A-3d2	726.17	-	726.17
3-01-65 to 3-31-65	A-3d3	911.83	-	911.83
4-01-65 to 4-30-65	A-3d3	968.63	-	968.63
5-01-65 to 5-31-65	A-3d3	1,276.77	-	1,276.77
6-01-65 to 6-30-65	A-3d3	1,016.72	-	1,016.72
7-01-65 to 7-31-65	A-3d3	1,016.72	-	1,016.72
8-01-65 to 8-31-65	A-3d3	1,013.17	-	1,013.17
Total		$9,568.08	$5,678.40	$15,246.48

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
1 Cantilever Truss Bridge & Towers

Exhibit A-3d2

Storage Area Rental:

September 1, 1964 through September 30, 1964

1,341 Tons for Main Bridge Span on 1,365 Timber Bolsters. 1,365 Timber Bolsters @ $4.16		$5,678.40
95,595 Sq. Ft. @ $.005		477.98

October 1, 1964 through October 31, 1964

1,341 Tons for Main Span on 1,365 Timber Bolsters. 95,595 Sq. Ft. @ $.005		$ 477.97

November 1, 1964 through November 30, 1964

1,341 Tons for Main Span on 1,365 Timber Bolsters. 95,595 Sq. Ft. @ $.005		$ 477.97

December 1, 1964 through December 31, 1964

1,341 Tons for Main Span on 1,365 Timber Bolsters. 95,595 Sq. Ft. @ $.005	$477.98	
Rental of 200 L.F. of Pier #3 at Tongue Point for Derrick Barges - 1 month	150.00	$ 627.98

January 1, 1965 through January 31, 1965

1,623 Tons for Main Span on 1,365 Timber Bolsters. 115,233 Sq. Ft. @ $.005		$ 576.17

February 1, 1965 through February 28, 1965

1,623 Tons for Main Span. 115,233 Sq. Ft. @ $.005	$576.17	
Rental of 200 L.F. of Pier #3 at Tongue Point.	150.00	$ 726.17

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Increased and Extended Yarding Expense
1 Cantilever Truss Bridge & Towers

Exhibit A-3d3

Storage Area Rental:

March 1, 1965 through March 31, 1965

2,146 Tons for Main Span on 533 Timber Bolsters		
152,366 Sq. Ft. @ $.005	$761.83	
Rental of 200 L.F. of Pier #3 at Tongue Point	150.00	$ 911.83

April 1, 1965 through April 30, 1965

2,306 Tons for Main Span on 533 Timber Bolsters		
163,726 Sq. Ft. @ $.005	$818.63	
Rental of 200 L.F. of Pier #3 at Tongue Point	150.00	$ 968.63

May 1, 1965 through May 30, 1964

3,174 Tons for Main Span on 533 Timber Bolsters.		
225,354 Sq. Ft. @ $.005	$1,126.77	
Rental of 200 L.F. at Pier #3 at Tongue Point	150.00	$1,276.77

June 1, 1965 through June 30, 1965

3,891 Tons for Main Span on 533 Timber Bolsters.	
203,344 Sq. Ft. @ $.005	$1,016.72

July 1, 1965 through July 31, 1965

3,891 Tons for Main Span on 533 Timber Bolsters.	
203,344 Sq. Ft. @ $.005	$1,016.72

August 1, 1965 through August 31, 1965

2,854 Tons for Main Span.	
202,634 Sq. Ft. @ $.005	$1,013.17

USS CAT. #1510.27

A-4 - Escalation
On Wage Rates

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Escalation on Wage Rates for
Hours Worked After 7/20/65

Schedule A-4

Vancouver Anticipated Date of Completion	1-01-65
Actual Date of Vancouver Completion	2-01-66

Wage increase of base craft, Ironworkers from $4.52/Hr. to $4.85/Hr. effective July 21, 1965.

27,553.5 Hrs. - (See Exhibit A-4a)
1,633.0 Hrs. - Less premium hours shown on Schedule A-6

25,920.5 Hrs. - Hours subject to escalation

LABOR		
25,920.5 Hours @ $0.33 per hour	$8,553.77	
Overhead 15%	1,283.07	
Total		$ 9,836.84
Unemployment Compensation & Social Security $8,553.77 @ 5.525%	$ 472.60	
Overhead 15%	70.89	
Total		$ 543.49
State Industrial Accident Fund $8,553.77 @ 13.785%	$1,179.14	
Overhead 15%	176.87	
Total		$ 1,356.01
Total Claim for Escalation on Wage Rates Covering Hours Worked After 7/20/65		$11,736.34

Additional Expenses Incurred at Vancouver Site for period July 21, 1965 to February 1, 1966 (closing of Vancouver site) because of Ironworker's agreement increasing Ironworker's wage rate $0.33 per hour effective July 21, 1965. Anticipated closing date of January 1, 1965 for Vancouver site extended to February 1, 1966 due to delay of sub-structures.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Escalation on Wage Rates for Hours
Worked after July 20, 1965

Exhibit A-4a

Payroll Week Ending	Total Hours Paid
7-27-65	2,322.5
8-03-65	2,446.5
8-10-65	2,196.5
8-17-65	2,196.5
8-24-65	1,850.0
8-31-65	2,068.0
9-07-65	1,538.0
9-14-65	1,093.5
9-21-65	684.0
9-28-65	492.0
10-05-65	484.0
10-12-65	416.0
10-19-65	388.0
10-26-65	468.0
11-02-65	541.0
11-09-65	673.0
11-16-65	800.0
11-23-65	903.0
11-30-65	635.0
12-07-65	690.0
12-14-65	657.0
12-21-65	619.0
12-28-65	430.0
1-04-66	657.0
1-11-66	626.0
1-18-66	581.0
1-25-66	626.0
2-01-66	472.0
	27,553.5

Data transcribed from Weekly Payroll Certification
& Welfare Summary Reports E-238.

USS CAT. #1810.28

A-5 - Escalation
On Welfare Benefits

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Escalation on Welfare Benefits after 7-20-65

Schedule A-5

Vancouver Anticipated Date of Completion	1-01-65
Actual Date of Vancouver Completion	2-01-66

Fringe Benefit Increase for base craft, Ironworkers, increase of Welfare Benefits from 10¢ per hour to 20¢ per hour effective 7/21/65.

25,920.5 Hours Subject to Escalation (Schedule A-4)

Welfare Benefits

25,920.5 Hours @ $0.10 per Hour	$2,592.05	
Overhead 15%	388.81	
Total		$2,980.86
Total Claim for Escalation on Welfare Benefits after 7/20/65		$2,980.86

Additional expenses incurred at Vancouver site for period July 21, 1965 to February 1, 1966 because of Ironworker's agreement increasing Company's contributions to Ironworker's Welfare Fund $0.10 per hour effective July 21, 1965. Anticipated closing date of January 1, 1965 for Vancouver Yard extended to February 1, 1966 due to delay of sub-structures.

USS CAT. #1510.29

A-6 - Overtime
Acceleration

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Overtime Premium Acceleration Expenses after 7-31-65

Schedule A-6

Summary of Exhibit A-6a

Occupation	Premium Hours *	Hourly Rate	Overtime Premium Cost
Assistant Superintendent	32.5	$6.01	$ 195.33
Foreman	23.0	5.76	132.48
Foreman	125.0	5.42	677.50
Foreman	12.5	5.35	66.88
Foreman	14.0	5.02	70.28
Ironworker	930.5	4.85	4,512.93
Apprentice Ironworker	181.0	3.88	702.28
**Hoisting Engineer	149.0	5.43	809.07
**Oiler	92.5	4.37	404.22
Safety Boat Operator	21.5	3.72	79.98
Master Mechanic	33.5	5.78	193.63
Assistant Civil Engineer	18.0	3.35	60.30
Total	1,633.0		$7,904.88

Labor - Premium	$7,904.88	
Overhead 15%	1,185.73	
Total		$ 9,090.61
Unemployment Compensation & Social Security $7,904.88 @ 5.525%	$ 436.74	
Overhead 15%	65.51	
Total		$ 502.25
State Industrial Accident Fund $7,904.88 @ 13.785%	$1,089.69	
Overhead 15%	163.45	
Total		$ 1,253.14
Welfare & Pension Benefits **241.5 Hours @ $0.40 per Hour	$ 96.60	
Overhead 15%	14.49	
Total		$ 111.09
Total Claim for Overtime Premium Acceleration Expenses		$10,957.09

* Refer to Schedule A-6a

Additional expenses incurred at Vancouver site for overtime premium acceleration from August 1, 1965 to December 14, 1965. Due to delay of sub-structures, overtime was required to complete project without incurring a larger expense of a two months' winter delay and further extending the completion of the Astoria Bridge Project.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Summary of Overtime Premium Hours after 7/31/65

Exhibit A-6a

			1965								
Occ. Code	Occupation	Hourly Rate	8/1 to 8/3	8/4 to 8/10	8/11 to 8/17	8/18 to 8/24	8/25 to 8/31	9/1 to 9/7	9/8 to 9/14	9/15 to 9/21	11/3 to 11/9
AS	Asst. Supt.	$6.01	-	-	-	-	-	-	-	-	2.0
F	Foreman	5.76	-	-	-	-	-	-	-	-	2.0
F	Foreman	5.42	9.0	22.0	16.0	17.0	21.0	21.0	15.0	4.0	-
F	Foreman	5.35	-	-	-	-	-	-	-	-	2.0
F	Foreman	5.02	2.0	7.0	5.0	-	-	-	-	-	-
IW	Ironworker	4.85	-	-	-	-	-	-	45.0	19.0	21.0
IW	Ironworker	4.52 (1)	60.0	153.5	129.5	103.5	130.0	96.0	-	-	-
AIW	App. Ironworker	3.88	-	-	-	-	-	-	10.0	3.0	2.0
AIW	App. Ironworker	3.62 (2)	10.0	32.5	23.5	16.5	22.0	16.0	-	-	-
HE	Hoisting Engineer	5.43	6.0	17.5	15.5	12.5	15.0	14.0	16.0	7.0	4.0
OI	Oiler	4.37	4.0	12.5	10.5	8.5	10.0	10.0	10.0	4.0	2.0
SBA	Saf. Boat Oper.	3.72	2.0	4.0	3.0	2.0	3.0	3.0	2.0	1.5	1.0
MM	Master Mech.	5.78	2.0	7.5	5.0	4.0	5.0	1.0	6.0	3.0	-
ACE	Asst. Civil Engr.	3.35	2.0	2.5	2.5	2.0	2.0	3.0	2.5	1.5	-
	Total		97.0	259.0	210.5	166.0	208.0	164.0	106.5	43.0	36.0

(1) Ironworker's Rate of $4.52 per hour increased to $4.85 per hour retroactively to 7/21/65 per Labor
(2) Apprentice Ironworker's Rate of $3.62 per hour increased to $3.88 per hour retroactively to 7/21/65

Data transcribed from Weekly Payroll Certification and Welfare Summary Reports E-238.

UNIT STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Summary of Overtime Premium Hours after 7/31/65

Exhibit A-6a

1965												
8/11 to 8/17	8/18 to 8/24	8/25 to 8/31	9/1 to 9/7	9/8 to 9/14	9/15 to 9/21	11/3 to 11/9	11/10 to 11/16	11/17 to 11/23	11/24 to 11/30	12/1 to 12/7	12/8 to 12/14	Total
-	-	-	-	-	-	2.0	4.0	4.5	5.0	10.0	7.0	32.5
-	-	-	-	-	-	2.0	4.0	4.5	4.5	5.0	3.0	23.0
16.0	17.0	21.0	21.0	15.0	4.0	-	-	-	-	-	-	125.0
-	-	-	-	-	-	2.0	4.0	4.5	2.0	-	-	12.5
5.0	-	-	-	-	-	-	-	-	-	-	-	14.0
-	-	-	-	45.0	19.0	21.0	46.5	47.0	30.5	30.0	19.0	258.0
129.5	103.5	130.0	96.0	-	-	-	-	-	-	-	-	672.5
-	-	-	-	10.0	3.0	2.0	6.5	12.0	9.5	13.0	4.5	60.5
23.5	16.5	22.0	16.0	-	-	-	-	-	-	-	-	120.5
15.5	12.5	15.0	14.0	16.0	7.0	4.0	8.0	9.0	8.5	10.0	6.0	149.0
10.5	8.5	10.0	10.0	10.0	4.0	2.0	4.0	4.5	4.5	5.0	3.0	92.5
3.0	2.0	3.0	3.0	2.0	1.5	1.0	-	-	-	-	-	21.5
5.0	4.0	5.0	1.0	6.0	3.0	-	-	-	-	-	-	33.5
2.5	2.0	2.0	3.0	2.5	1.5	-	-	-	-	-	-	18.0
210.5	166.0	208.0	164.0	106.5	43.0	36.0	77.0	86.0	64.5	73.0	42.5	1633.0

ed to $4.85 per hour retroactively to 7/21/65 per Labor contract.
our increased to $3.88 per hour retroactively to 7/21/65 per Labor contract.

on and Welfare Summary Reports E-238.

USS CAT. #1810.24

A-7
Project Extension

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Project Extension Expenses Covering Field Salaries, Extended Rental of Facilities & Fixed Expenses after December 31, 1964

Schedule A-7

Salaries - Exhibit A-7a			
Field Supervision	$14,636.00		
" Engineers	15,487.00		
" Timekeeper	10,293.00		
Total Salaries		$40,416.00	
Overhead 15%		6,062.40	
Total			$46,478.40
Unemployment Compensation &			
Social Security $40,416.00 @ 5.525%		$ 2,232.98	
Overhead 15%		334.95	
Total			$ 2,567.93
State Industrial Accident Fund $40,416.00 @ 13.785%		$ 5,571.35	
Overhead 15%		835.70	
Total			$ 6,407.05
Welfare & Pension Benefits			
Supervision & Engineers $28,853.00 @ 24.75%	$ 7,141.12		
" " $ 1,270.00 @ 27.38%	347.73		
Timekeepers $ 9,423.00 @ 15.76%	1,485.06		
" $ 870.00 @ 18.27%	158.95		
Total		$ 9,132.86	
Overhead 15%		1,369.93	
Total			$10,502.79
Extended Rental of Facilities & Fixed Expenses -			
Exhibit A-7b		$16,206.52	
Overhead 15%		2,430.98	
Total			$18,637.50
Total Claim for Project Extension Expenses			$84,593.67

Additional expenses incurred at Vancouver site for extended field salaries (supervision, engineering and clerical), associated direct labor expenses, extended rental of facilities (locker room, paint and tool shops) and fixed expenses thereon from January 1, 1965 to January 31, 1966 due to delay of sub-structures. Operating under a normal erecting schedule, Vancouver site would have been shut down December 31, 1964.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Field Salaries of Superintendent,
Engineers & Timekeepers after 12/31/64

Exhibit A-7a

Period	Supervision Salaries	Engineering Salaries	Clerical Salaries	Total Salaries
1-01-65 to 1-31-65	$ 295.00	$ -	$ 448.00	$ 743.00
2-01-65 to 2-28-65	615.00	445.00	448.00	1,508.00
3-01-65 to 3-31-65	1,067.00	643.00	516.00	2,226.00
4-01-65 to 4-30-65	1,426.00	904.00	480.00	2,810.00
5-01-65 to 5-31-65	1,308.00	972.00	734.00	3,014.00
6-01-65 to 6-30-65	749.00	1,606.00	721.00	3,076.00
7-01-65 to 7-31-65	2,514.00	1,763.00	842.00	5,119.00
8-01-65 to 8-31-65	3,023.00	2,636.00	1,010.00	6,669.00
9-01-65 to 9-30-65	2,890.00	3,316.00	1,832.00	8,038.00
10-01-65 to 10-31-65	-	913.00	1,267.00	2,180.00
11-01-65 to 11-30-65	749.00	522.00	588.00	1,859.00
12-01-65 to 12-31-65	-	497.00	537.00	1,034.00
1-01-66 to 1-31-66	-	829.00	870.00	1,699.00
2-01-66 to 2-28-66	-	441.00	-	441.00
Total Salaries after December 31, 1964	$14,636.00	$15,487.00	$10,293.00	$40,416.00

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Extended Rental of Facilities &
Field Expenses after December 31, 1964

Exhibit A-7b

	GILMORE STEEL CORPORATION				
Period	Bldg. #14 Locker Room	Bldg. #24 Paint Shop	Bldg. #36 Tool Shop	Fixed Expenses*	Total
1-01-65 to 1-31-65	$ 63.64	$ 1,461.60	$ 108.00	$ 310.00	$ 1,943.24
2-01-65 to 2-28-65	63.64	1,461.60	108.00	280.00	1,913.24
3-01-65 to 3-31-65	63.64	1,461.60	108.00	310.00	1,943.24
4-01-65 to 4-30-65	63.64	1,461.60	108.00	300.00	1,933.24
5-01-65 to 5-31-65	63.64	1,461.60	108.00	310.00	1,943.24
6-01-65 to 6-30-65	63.64	1,461.60	108.00	300.00	1,933.24
7-01-65 to 7-31-65	63.64	1,461.60	108.00	310.00	1,943.24
8-01-65 to 8-31-65	63.64	-	108.00	310.00	481.64
9-01-65 to 9-30-65	63.64	-	108.00	300.00	471.64
10-01-65 to 10-31-65	63.64	-	108.00	310.00	481.64
11-01-65 to 11-30-65	63.64	-	108.00	300.00	471.64
12-01-65 to 12-31-65	63.64	-	-	310.00	373.64
1-01-66 to 1-31-66	63.64	-	-	310.00	373.64
Totals	$827.32	$10,231.20	$1,188.00	$3,960.00	$16,206.52

* Fixed Expense @ $10.00 per Day for Heat, Light, Water & Janitorial Service.

Rental of Above Facilities Started During November, 1963.

USS CAT. #1810.25

A-8
Efficiency Loss

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Claim for Vancouver Storage Yard Efficiency Loss in Yard Operations

Schedule A-8

Labor (Exhibit 5)	$6,658.00		
Less Escalation (Schedule A-4)	330.00		
Total		$6,328.00	
Overhead 15%		949.20	
Total			$7,277.20
State Industrial Accident Fund $6,328.00 @ 13.785%		$ 872.31	
Overhead 15%		130.85	
Total			$1,003.16
Unemployment Compensation and Social Security			
$2,260.00 @ 6.625%	$ 149.73		
4,068.00 @ 5.525%	224.76		
Total U.C. & S.S.		$ 374.49	
Overhead 15%		56.17	
Total			$ 430.66
Welfare & Pension Benefit Expense			
400 Hours @ $0.20 per hour	$ 80.00		
1000 Hours @ $0.20 per hour	200.00		
Total		$ 280.00	
Overhead 15%		42.00	
Total			$ 322.00
Inefficient Equipment (Exhibit 5)		$ 605.00	
Overhead 15%		90.75	
Total			$ 695.75
TOTAL CLAIM FOR EFFICIENCY LOSS IN YARD OPERATIONS			$9,728.77

Additional Expenses incurred at Vancouver site for labor and equipment efficiency loss in Yarding operations from March 23, 1965 to February 1, 1966 due to delay of sub-structures.

USS CAT. #1810.26

B-1 - Suspension
Of Operations

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Claim for Suspension of Operations Expenses During
Period December 7, 1964 to May 24, 1965

Schedule B-1

Labor - Straight Time (Exhibit B-1a1)	$ 6,618.00	
Overhead 15%	992.70	
Total		$ 7,610.70
State Industrial Accident Fund $6,618.00 @ 13.785	$ 912.29	
Overhead 15%	136.84	
Total		$ 1,049.13
Unemployment Compensation and Social Security $6,618.00 @ 5.525%	$ 365.64	
Overhead 15%	54.85	
Total		$ 420.49
Welfare and Pension Expenses	$ 284.96	
Overhead 15%	42.74	
Total		$ 327.70
Equipment Expense (Exhibit B-1b1)	$143,196.80	
Overhead 15%	21,479.52	
Total		$164,676.32
Total Claim for Suspension of Operations		$174,084.34

Additional expenses of idle equipment, labor and associated labor cost of maintaining and checking equipment at the Astoria site where erecting operation was shut down from December 7, 1964 to May 24, 1965 due to delay of sub-structures.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Summary of Labor & Associates Expenses
January 4, 1965 to May 24, 1965

Exhibit B-1a1

		LABOR		
Period	Exhibits	Straight Time	Premium Time	Welfare & Pension Expense
1-01-65 to 1-31-65	B-1a2	$1,162.24	$ -	$ 50.56
2-01-65 to 2-28-65	B-1a3	1,344.96	-	57.60
3-01-65 to 3-31-65	B-1a4	1,793.28	-	77.60
4-01-65 to 4-30-65	B-1a5	1,419.68	-	60.80
5-01-65 to 5-24-65	B-1a6	897.84	-	38.40
Total		$6,618.00	$ -	$284.96

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
Contract V-8562-70

Labor Charges - January 4, 1965 through January 31, 1965

Exhibit B-1a2

Date	Description	Occupation	Hours	No. of Men	Costs
1-11-65	Maintaining Equipment	MM	8	1	$ 44.24
		SBA	8	1	30.48
		HE	8	1	41.44
					$ 116.16
1-12-65	Checking Equipment	MM	8	1	$ 44.24
		SBA	8	1	30.48
					$ 74.72
1-13 to 1-19-65	Checking Equipment	MM	40	1	$ 221.20
		SBA	40	1	152.40
					$ 373.60
1-20 to 1-26-65	Checking Equipment	MM	40	1	$ 221.20
		SBA	40	1	152.40
					$ 373.60
1-27 to 1-31-65	Checking Equipment	MM	24	1	$ 132.72
		SBA	24	1	91.44
					$ 224.16
	Total Exhibit Labor				$1,162.24

Summary by Occupations

Occupation	Regular Hours	O.T. Hours	Rate	Costs
Master Mechanic	120	-	$5.53	$ 663.60
Hoisting Engineer	8	-	5.18	41.44
Safety Boat Operator	120	-	3.81	457.20
				$1,162.24

Payroll Expense

Welfare & Pension Benefits

Ironworkers Fund - 240 Hrs. @ $0.20/Hr. = $48.00
Hoisting Engineers Fund - 8 Hrs. @ $0.32/Hr. = 2.56
Total $50.56

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
Contract V-8562-70

Labor Charges - February 1, 1965 through February 28, 1965

Exhibit B-1a3

Date	Description of Work Performed	Occupation	Hours	No. of Men	Costs
2-01 to	Checking Equipment	MM	16	1	$ 88.48
2-02-65		SBA	16	1	60.96
					$ 149.44
2-03 to	Checking Equipment	MM	40	1	$ 221.20
2-09-65		SBA	40	1	152.40
					$ 373.60
2-10 to	Checking Equipment	MM	40	1	$ 221.20
2-16-65		SBA	40	1	152.40
					$ 373.60
2-17 to	Checking Equipment	MM	40	1	$ 221.20
2-23-65		SBA	40	1	152.40
					$ 373.60
2-23 to	Checking Equipment	MM	8	1	$ 44.24
2-26-65		SBA	8	1	30.48
					$ 74.72
	Total Exhibit Labor				$1,344.96

Summary of Occupations

Occupation	Regular Hours	O.T. Hours	Rate	Costs
Master Mechanic	144	-	$5.53	$ 796.32
Safety Boat Operator	144	-	3.81	548.64
				$1,344.96

Payroll Expense

Welfare & Pension Benefits

Ironworkers Fund - 288 Hrs. @ $0.20/Hr. = $57.60

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
Contract V-8562-70

Labor Charges - March 1, 1965 through March 31, 1965

Exhibit B-1a4

Date	Description of Work Performed	Occupation	Hours	No. of Men	Costs
3-01 to 3-02-65	Checking Equipment	MM	16	1	$ 88.48
		SBA	16	1	60.96
					$ 149.44
3-03 to 3-09-65	Checking Equipment	MM	40	1	$ 221.20
		SBA	40	1	152.40
					$ 373.60
3-10 to 3-16-65	Checking Equipment	MM	40	1	$ 221.20
		SBA	40	1	152.40
					$ 373.60
3-17 to 3-23-65	Checking Equipment	MM	40	1	$ 221.20
		SBA	40	1	152.40
					$ 373.60
3-24 to 3-29-65	Checking Equipment	MM	40	1	$ 221.20
		SBA	40	1	152.40
					$ 373.60
3-30 to 3-31-65	Checking Equipment	MM	16	1	$ 88.48
		SBA	16	1	60.96
					$ 149.44
	Total Exhibit Labor				$1,793.28

Summary by Occupation

Occupation	Regular Hours	O.T. Hours	Rate	Costs
Master Mechanic	192	-	$5.53	$1,061.76
Safety Boat Operator	192	-	3.81	731.52
				$1,793.28

Payroll Expense

Welfare & Pension Benefits

Ironworkers Fund - 388 Hrs. @ $0.20/Hr. = $77.60

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
Contract V-8562-70

Labor Charges - April 1, 1965 through April 30, 1965

Exhibit B-1a5

Date	Description of Work Performed	Occupation	Hours	No. of Men	Costs
4-01 to 4-06-65	Checking Equipment	MM	24	1	$ 132.72
		SBA	24	1	91.44
					$ 224.16
4-07 to 4-13-65	Checking Equipment	MM	40	1	$ 221.20
		SBA	40	1	152.40
					$ 373.60
4-14 to 4-20-65	Checking Equipment	MM	40	1	$ 221.20
		SBA	40	1	152.40
					$ 373.60
4-21 to 4-27-65	Checking Equipment	MM	24	1	$ 132.72
		SBA	24	1	91.44
					$ 224.16
4-28 to 4-30-65	Checking Equipment	MM	24	1	$ 132.72
		SBA	24	1	91.44
					$ 224.16
	Total Exhibit Labor				$1,419.68

Summary by Occupation

Occupation	Regular Hours	O.T. Hours	Rate	Costs
Master Mechanic	152	-	$5.53	$ 840.56
Safety Boat Operator	152	-	3.81	579.12
				$1,419.68

Payroll Expense

Welfare & Pension Benefits

Ironworkers Fund - 304 Hrs. @ $0.20/Hr. = $60.80

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
Contract V-8562-70

Labor Charges - May 1, 1965 through May 24, 1965

Exhibit B-1a6

Date	Description of Work Performed	Occupation	Hours	No. of Men	Costs
5-01 to 5-04-65	Checking Equipment	MM	16	1	$ 88.48
		SBA	16	1	60.96
					$ 149.44
5-05 to 5-11-65	Checking Equipment	MM	40	1	$ 221.20
		SBA	40	1	152.40
					$ 373.60
5-12 to 5-18-65	Checking Equipment	MM	32	1	$ 176.96
		SBA	32	1	121.92
					$ 298.88
5-19-65	Checking Equipment	MM	8	1	$ 44.24
		SBA	8	1	31.68
					$ 75.92
		Total Exhibit Labor			$ 897.84

Summary by Occupation

Occupation	Regular Hours	O.T. Hours	Rate	Costs
Master Mechanic	96	-	$5.53	$530.88
Safety Boat Operator	8	-	3.96	31.68
Safety Boat Operator	88	-	3.81	335.28
				$897.84

Payroll Expense

Welfare & Pension Benefits

Ironworkers Fund - 192 Hrs. @ $0.20/Hr. = $38.40

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
Contract V-8562-70

Summary of Idle Equipment Expenses
December 7, 1964 to May 24, 1965

Exhibit B-1b1

Period	Exhibit	Amount
12-07-64 to 12-31-64	B-1b2	$ 17,033.04
1-01-65 to 1-31-65	B-1b3	28,805.43
2-01-65 to 2-28-65	B-1b4	29,625.32
3-01-65 to 3-31-65	B-1b5	28,065.41
4-01-65 to 4-30-65	B-1b6	24,238.97
5-01-65 to 5-24-65	B-1b7	15,428.63
	Total Idle Equipment	$143,196.80

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expenses
December 7, 1964 through December 31, 1964

Exhibit B-1b2

Description of Major Equipment		Hours	Monthly Rate	Costs
Deck Barge	(150' Steel)	152	$ 750.00	$ 657.70
Deck Barge	(150' Steel)	152	750.00	657.70
Hoisting Engine	(200 H.P.)	152	3,360.00	2,945.76
Hoisting Engine	(255 H.P.)	152	3,360.00	2,945.76
Hoisting Engine	(145 H.P.)	152	750.00	657.70
Derrick Tower	(Square Model)	152	2,880.00	2,526.24
Derrick	(S1 Model)	152	6,240.00	5,472.00
Air Compressor	(500 CFM)	152	782.40	686.11
Blocks (3)		432	7.00	17.45
Blocks (13)		1,728	15.00	149.47
Blocks (6)		864	17.00	84.76
Water Pump		152	45.00	39.46
Shed		152	220.00	192.93
				$17,033.04

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expenses
January 1, 1965 through January 31, 1965

Exhibit B-1b3

Description of Major Equipment		Hours	Monthly Rate	Costs
Deck Barges	(150' Steel)	168	$ 750.00	$ 750.00
Deck Barges	(150' Steel)	168	750.00	750.00
Hoisting Engine	(145 H.P.)	168	750.00	750.00
Hoisting Engine	(200 H.P.)	168	3,360.00	3,360.00
Hoisting Engine	(255 H.P.)	168	3,360.00	3,360.00
Derrick Tower	(Square)	168	2,880.00	2,880.00
Stiffleg Derrick	(S1 Model)	168	6,240.00	6,240.00
Air Compressor	(500 CFM)	168	782.40	782.40
Man Hoist	(Electric)	144	1,010.00	839.09
Air Compressor	(600 CFM)	128	658.65	486.40
Personnel Boat		144	1,000.00	830.78
Pile Hammer	(C-5 Model)	144	1,200.00	996.94
Pile Extractor	(#800A)	144	432.00	358.91
Pile Extractor	(1200A)	144	860.00	714.47
Pick-up Truck	(1 Ton)	144	77.61	63.65
Weld Machines (2)	(300 AMP Diesel)	288	240.00	398.76
Pneumatic Holder-on (8)		1,152	10.00	66.47
Pneumatic Holder-on (5)		720	11.00	46.51
Pneumatic Impact Wrenches (6)		864	40.00	199.41
Pneumatic Impact Wrenches		144	55.00	45.69
Pneumatic Impact Wrenches		144	43.50	36.14
Pneumatic Impact Wrenches		144	73.50	61.06
Pneumatic Impact Wrenches (6)		864	84.50	421.20
Pneumatic Jam Riveters (8)		1,152	20.00	132.94
Pneumatic Rivet Hammers		1,584	17.00	155.39
Pneumatic Rivet Hammers		432	15.00	37.37
Pneumatic Rivet Hammers		720	18.50	76.82
Pneumatic Drills (4)		576	30.00	99.71
Pneumatic Drills (2)		144	46.00	38.22
Pneumatic Drills		144	48,80	40.54
Pneumatic Drills (2)		288	36.00	59.82
Jacks - Journal (2)		288	15.50	25.75
Jacks - Hydraulic (6)		864	9.10	45.36
Jacks - Hydraulic (4)		576	148.10	492.13
Pneumatic Grinders (2)		288	23.50	39.05
Pneumatic Grinder		144	20.00	16.62
Hydraulic Pump		144	250.00	207.69
Calibrator		144	38.00	31.56
Electrode Oven		144	18.50	15.36
Sheeter Drill		144	17.50	14.54
Sheeter Nut Runner		144	120.00	99.69

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expenses
January 1, 1965 through January 31, 1965

Exhibit B-1b3

Description of Major Equipment	Hours	Monthly Rate	Costs
Stone Drill	144	$ 27.00	$ 22.44
Electric Grinder	144	10.00	8.31
Chipping Hammer	144	12.00	9.96
Tugger Hoist	144	109.50	90.96
Air Receiver (2)	288	51.70	85.91
Radio	144	614.00	510.11
Adding Machine	144	15.50	12.88
Jetting Pump	144	734.70	610.37
Water Pump	168	45.00	45.00
Light Plant	144	100.00	83.07
Sheds (2)	312	220.00	402.78
Sheds (2)	288	60.00	99.71
Duplicating Machine	144	41.60	34.56
Adding Machine	144	15.50	12.87
Safe	144	15.00	12.46
Typewriter	144	30.00	24.93
Engineers Level	144	80.30	66.46
Pneumatic Woodbore	144	23.60	19.61
Engineers Transit	144	110.00	91.38
Engineers Transit	432	49.60	123.64
Tape	144	52.00	43.20
Blocks (3)	504	7.00	21.00
Blocks (13)	2,184	15.00	195.00
Blocks (6)	1,008	17.00	102.00
Adding Machine	80	22.50	10.38
			$28,805.43

Comments on Equipment Delays

All Above Scheduled for Use - Not Used.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expense
February 1, 1965 through February 28, 1965

Exhibit B-1b4

Description of Major Equipment	Hours	Monthly Rate	Costs
Deck Barges (150' Steel)	160	$ 750.00	$ 750.00
Deck Barges (150' Steel)	160	750.00	750.00
Hoisting Engine (145 H.P.)	160	750.00	750.00
Hoisting Engine (200 H.P.)	160	3,360.00	3,360.00
Hoisting Engine (255 H.P.)	160	3,360.00	3,360.00
Derrick Tower (Square)	160	2,880.00	2,880.00
Stiffleg Derrick (S-1 Model)	160	6,240.00	6,240.00
Air Compressor (500 CFM)	160	782.40	782.40
Man Hoist (Electric)	160	1,010.00	1,010.00
Personnel Boat	136	1,000.00	784.63
Pile Hammer (C-5 Model)	160	1,200.00	1,200.00
Pile Extractor (#800A)	160	432.00	432.00
Pile Extractor (1200A)	160	860.00	860.00
Pick-up Truck (1 Ton)	160	77.61	77.61
Welding Machines (300 Amp Diesel)	320	240.00	480.00
Pneumatic Holder-on (8)	1,280	10.00	80.00
Pneumatic Holder-on (5)	800	11.00	55.00
Pneumatic Impact Wrenches (6)	912	40.00	222.78
Pneumatic Impact Wrench	160	55.00	55.00
Pneumatic Impact Wrench	136	43.50	34.14
Pneumatic Impact Wrench	160	73.50	73.50
Pneumatic Impact Wrenches (6)	936	84.50	488.80
Pneumatic Jam Riveters (8)	1,272	20.00	157.54
Pneumatic Rivet Hammers (6)	776	18.50	87.08
Pneumatic Rivet Hammers (3)	480	15.00	45.00
Pneumatic Rivet Hammers (11)	1,760	17.00	187.00
Calibrator	160	38.00	38.00
Electrode Oven	160	18.50	18.50
Sheeters Drill	160	17.50	17.50
Sheeters Nut Runner	160	120.00	120.00
Stone Drill	160	27.00	27.00
Electric Grinder	160	10.00	10.00
Chip Hammer	160	12.00	12.00
Pneumatic Grinder	160	20.00	20.00
Pneumatic Grinders (2)	320	23.50	47.00
Woodborer	160	23.60	23.60
Jacks - Journal (2)	320	15.50	31.00
Jacks - Hydraulic (6)	960	9.10	54.60

Sheet 2 of 2

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expense
February 1, 1965 through February 28, 1965

Exhibit B-1b4

Description of Major Equipment	Hours	Monthly Rate	Costs
Jacks - Hydraulic (4)	640	$ 148.10	$ 592.40
Pneumatic Drills (4)	640	30.00	120.00
Pneumatic Drill (1)	160	46.00	46.00
Pneumatic Drill (1)	160	48.80	48.80
Pneumatic Drills (2)	320	36.00	72.00
Hydraulic Pump	160	250.00	250.00
Tugger Hoist	160	109.50	109.50
Jetting Pump	160	734.70	734.70
Water Pump	160	45.00	45.00
Light Plant	160	100.00	100.00
Sheds (2)	320	220.00	440.00
Sheds (2)	320	60.00	120.00
Duplicate Machine	136	41.60	32.64
Adding Machine	160	15.50	15.50
Safe	160	15.00	15.00
Typewriter	136	30.00	23.54
Engineer's Level	160	80.30	80.30
Engineers' Transits (3)	312	49.60	93.10
Engineer's Transit	160	110.00	110.00
Tape	160	52.00	52.00
Radio	136	614.00	481.76
Air Receivers (2)	320	51.70	103.40
Blocks (3)	480	7.00	21.00
Blocks (13)	2,080	15.00	195.00
Blocks (6)	960	17.00	102.00
			$29,625.32

Comments on Equipment Delays

All Above Scheduled for Use - Not Used.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expenses
March 1, 1965 through March 31, 1965

Exhibit B-1b5

Description of Major Equipment	Hours	Monthly Rate	Costs
Deck Barge (150' Steel)	184	$ 750.00	$ 750.00
Deck Barge (150' Steel)	184	750.00	750.00
Hoisting Engine (145 H.P.)	184	750.00	750.00
Hoisting Engine (200 H.P.)	184	3,360.00	3,360.00
Hoisting Engine (255 H.P.)	184	3,360.00	3,360.00
Derrick Tower (Square)	184	2,880.00	2,880.00
Stiffleg Derrick (S-1 Model)	184	6,240.00	6,240.00
Air Compressor (500 CFM)	184	782.40	782.40
Man Hoist (Electric)	184	1,010.00	1,010.00
Pile Hammer (C-5 Model)	184	1,200.00	1,200.00
Pile Extractor (800A)	184	432.00	432.00
Pile Extractor (1200A)	184	860.00	860.00
Pick-up Truck (1 Ton)	184	77.61	77.61
Welding Mach. (2) (300 AMP Diesel)	368	240.00	480.00
Pneumatic Holder-On (8)	1,472	10.00	80.00
Pneumatic Holder-On (5)	920	11.00	55.00
Pneumatic Impact Wrenches (4)	736	40.00	160.00
Pneumatic Impact Wrench (1)	184	55.00	55.00
Pneumatic Impact Wrench (1)	184	73.50	73.50
Pneumatic Impact Wrench (5)	920	84.50	422.50
Pneumatic Jam Riveters (7)	1,288	20.00	140.00
Pneumatic Rivet Hammers (4)	736	18.50	74.00
Pneumatic Rivet Hammers (3)	552	15.00	45.00
Pneumatic Rivet Hammers (11)	2,024	17.00	187.00
Calibrator	184	38.00	38.00
Electrode Oven	184	18.50	18.50
Sheeters Drill	184	17.50	17.50
Sheeters Nut Runner	184	120.00	120.00
Stone Drill	184	27.00	27.00
Electric Grinder	184	10.00	10.00
Chipping Hammer	184	12.00	12.00
Pneumatic Grinder	184	20.00	20.00
Pneumatic Grinder	368	23.50	47.00
Woodborer	184	23.60	23.60
Jacks - Journal (2)	368	15.50	31.00
Jacks - Hydraulic (6)	1,104	9.10	54.60
Jacks - Hydraulic (4)	736	148.10	592.40
Air Receivers (2)	368	51.70	103.40
Hydraulic Pump	184	250.00	250.00
Tugger Hoist	184	109.50	109.50
Jetting Pump	184	734.70	734.70
Water Pump	184	45.00	45.00

Sheet 2 of 2

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expenses
March 1, 1965 through March 31, 1965

Exhibit B-1b5

Description of Major Equipment	Hours	Monthly Rate	Costs
Light Plant	184	$ 100.00	$ 100.00
Sheds (2)	368	220.00	440.00
Sheds (2)	368	60.00	120.00
Adding Machine	184	15.50	15.50
Safe	184	15.00	15.00
Engineers Level	184	80.30	80.30
Engineers Transit	184	49.60	49.60
Engineers Transit	184	110.00	110.00
Tape	184	52.00	52.00
Pneumatic Drills (4)	736	30.00	120.00
Pneumatic Drill (1)	184	46.00	46.00
Pneumatic Drill (1)	184	48.80	48.80
Pneumatic Drills (2)	368	36.00	72.00
Blocks (3)	552	7.00	21.00
Blocks (13)	2,392	15.00	195.00
Blocks (6)	1,104	17.00	102.00
			$28,065.41

Comments on Equipment Delays

All Above Scheduled for Use - Not Used.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expenses
April 1, 1965 through April 30, 1965

Exhibit B-1b6

Description of Major Equipment	Hours	Monthly Rate	Costs
Deck Barge (150' Steel)	176	$ 750.00	$ 750.00
Deck Barge (150' Steel)	176	750.00	750.00
Hoisting Engine (145 H.P.)	24	750.00	103.85
Hoisting Engine (200 H.P.)	176	3,360.00	3,360.00
Hoisting Engine (255 H.P.)	176	3,360.00	3,360.00
Derrick Tower (Square)	176	2,880.00	2,880.00
Stiffleg Derrick (S-1 Model)	176	6,240.00	6,240.00
Air Compressor (500 CFM)	176	782.40	782.40
Pile Hammer (C-5 Model)	176	1,200.00	1,200.00
Pile Extractor (800A)	176	432.00	432.00
Pile Extractor (1200A)	176	860.00	860.00
Pick-up Truck (1 Ton)	176	77.61	77.61
Welding Mach. (2)(300 AMP Diesel)	352	240.00	240.00
Pneumatic Holder-On (8)	576	10.00	33.24
Pneumatic Holder-On (5)	360	11.00	23.26
Pneumatic Impact Wrenches (4)	288	40.00	66.47
Pneumatic Impact Wrench	72	55.00	22.85
Pneumatic Impact Wrench	72	73.50	30.53
Pneumatic Impact Wrenches (5)	360	84.50	175.50
Pneumatic Jam Riveters (8)	504	20.00	58.16
Pneumatic Rivet Hammers (4)	288	18.50	30.73
Pneumatic Rivet Hammers (3)	216	15.00	18.68
Pneumatic Rivet Hammers (11)	792	17.00	77.70
Calibrator	72	38.00	15.78
Electrode Oven	72	18.50	7.68
Sheeters Drill	72	17.50	7.27
Sheeters Nut Runner	72	120.00	49.85
Stone Drill	72	27.00	11.22
Electric Grinder	72	10.00	4.15
Chipping Hammer	72	12.00	4.98
Pneumatic Grinder	72	20.00	8.31
Pneumatic Grinder	144	23.50	19.53
Woodborer	72	23.60	9.81
Jacks - Journal - (2)	144	15.50	12.87
Jacks - Hydraulic (6)	432	9.10	22.68
Jacks - Hydraulic (4)	288	148.10	246.07
Man Hoist (Electrical)	176	1,010.00	1,010.00
Air Receivers (2)	352	51.70	103.40

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expenses
April 1, 1965 through April 30, 1965

Exhibit B-1b6

Description of Major Equipment	Hours	Monthly Rate	Costs
Hydraulic Pump	72	$ 250.00	$ 103.85
Tugger Hoist	72	109.50	45.48
Jetting Pump	72	734.70	305.19
Water Pump	72	45.00	18.69
Light Plant	72	100.00	41.54
Sheds (2)	144	220.00	182.78
Sheds (2)	144	60.00	49.85
Adding Machine	72	15.50	6.44
Safe	72	15.00	6.23
Engineers Level	72	80.30	33.23
Engineers Transit	72	49.60	20.61
Engineers Transit	72	110.00	45.69
Tape	72	52.00	21.60
Pneumatic Drills (4)	288	30.00	49.85
Pneumatic Drill (1)	72	46.00	19.11
Pneumatic Drill (1)	72	48.80	20.27
Pneumatic Drills (2)	144	36.00	29.91
Blocks (3)	216	7.00	8.73
Blocks (13)	936	15.00	80.96
Blocks (6)	432	17.00	42.38
			$24,238.97

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Idle Equipment Expense
May 1, 1965 through May 24, 1965

Exhibit B-1b7

Description of Major Equipment		Hours	Monthly Rate	Costs
Deck Barge	(150' Steel)	120	$ 750.00	$ 519.24
Deck Barge	(150' Steel)	120	750.00	519.24
Hoisting Engine	(200 H.P.)	120	3,360.00	2,326.20
Hoisting Engine	(255 H.P.)	120	3,360.00	2,326.20
Derrick Tower	(Square)	120	2,880.00	1,993.88
Stiffleg Derrick	(S-1 Model)	120	6,240.00	4,320.07
Air Compressor	(500 CFM)	120	782.40	541.67
Man Hoist	(Electric)	120	1,010.00	699.24
Pile Hammer	(C-5 Model)	120	1,200.00	830.78
Pile Extractor	(#800A)	120	432.00	299.09
Pile Extractor	(1200A)	120	860.00	595.39
Pick-up Truck	(1 Ton)	120	77.61	53.74
Weld Machines (2)	(300 AMP)	240	240.00	332.30
Air Receivers (2)		240	51.70	71.59
				$15,428.63

Comments on Equipment Delays

All Above Scheduled for Use - Not Used.

USS CAT. #1510.27

B-2 - Extended
Facilities Rental

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Extended Rental of Facilities and Fixed Expense After 4/30/65

Schedule B-2

Period	Socony Mobile Oil Company, Inc. Marine Service Dock	Paragon Packing Company Office, Tool & Locker Bldg.	Fixed Expenses*	Total
5-01-65 to 5-31-65	$ 225.00	$ 150.00	$ 310.00	$ 685.00
6-01-65 to 6-30-65	225.00	150.00	300.00	675.00
7-01-65 to 7-31-65	225.00	150.00	310.00	685.00
8-01-65 to 8-31-65	225.00	150.00	310.00	685.00
9-01-65 to 9-30-65	225.00	150.00	300.00	675.00
10-01-65 to 10-31-65	225.00	150.00	310.00	685.00
11-01-65 to 11-30-65	225.00	150.00	300.00	675.00
12-01-65 to 12-31-65	225.00	150.00	310.00	685.00
1-01-66 to 1-31-66	225.00	150.00	310.00	685.00
2-01-66 to 2-28-66	225.00	150.00	280.00	655.00
3-01-66 to 3-31-66	225.00	150.00	310.00	685.00
4-01-66 to 4-30-66	225.00	150.00	300.00	675.00
5-01-66 to 5-31-66	-	25.00	-	25.00
6-01-66 to 6-30-66	-	25.00	-	25.00
7-01-66 to 7-31-66	-	25.00	-	25.00
8-01-66 to 8-31-66	-	25.00	-	25.00
9-01-66 to 9-30-66	-	25.00	-	25.00
Totals	$2,700.00	$1,925.00	$3,650.00	$8,275.00

Credit for 7 Month Office Rental - @ $25.00 Supervision of Subcontractors - Stage 2	175.00
Total for Extended Rental of Facilities	$8,100.00

*Fixed Expenses @ $10.00 Per Day for Heat, Light, Water & Janitorial Service

Extended Rental of Facilities and Fixed Expenses	$8,100.00	
Overhead 15%	1,215.00	
Total Claim for Extended Rental of Facilities & Fixed Expenses		$9,315.00

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Extended Rental of Facilities and
Fixed Expense After 4/30/65

Schedule B-2

Additional expenses of extended rental of facilities (Marine Service Dock, Office, Tool & Locker Building) and fixed expenses thereon at the Astoria site from May 1, 1965 to September 30, 1966 due to delay of sub-structures. Operating under a normal erecting schedule as required by Contract 6268, Astoria operations would have been completed for Stage 1 on April 30, 1965. Offsetting credit of $175.00 applies to office rental during Stage 2 - supervision of sub-contractors.

USS CAT. #1510.26

B-3 - Escalation
On Wage Rates

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Escalation on Wage Rates for Hours Worked After 7/20/65

Schedule B-3

Astoria Anticipated Date of Completion	4/30/65
Actual Date of Astoria Completion	5/06/66

Wage increase of Ironworkers Local #29 from $4.52/Hr. to $4.85/Hr. effective 7/21/65.

83,823.5 Hrs.	(See Exhibit B-3a)
8,976.4 Hrs.	Less Premium hours shown on Schedule B-6
74,847.1 Hrs.	Hours subject to escalation

Labor			
74,847.1 Hours @ $0.33 Per Hour		$24,699.54	
Overhead 15%		3,704.93	
Total			$28,404.47
Unemployment Compensation and Social Security $15,739.21 @ 5.525%	$ 869.59		
8,960.33 @ 6.100%	546.58		
Total		$ 1,416.17	
Overhead 15%		212.43	
Total			$ 1,628.60
State Industrial Accident Fund $24,699.54 @ 13.785%		$ 3,404.83	
Overhead 15%		510.72	
Total			$ 3,915.55
Total Claim for Escalation on Wage Rate Covering Hours Worked After 7/20/65			$33,948.62

Additional expenses incurred at Astoria site for the period July 21, 1965 to May 6, 1966 because of Ironworker's agreement increasing Ironworker's wage rate $0.33 per hour effective July 21, 1965. Completion date of April 30, 1965 specified in Contract 6268 could not be met due to delay of sub-structures.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department
Astoria Bridge Project
V-8562-70

Escalation on Wage Rates for Hours Worked after 7/20/65

Exhibit B-3a

Payroll Week Ending	Total Hours Paid
7-27-65	1,991.5
8-03-65	2,098.2
8-10-65	2,320.0
8-17-65	1,763.7
8-24-65	1,996.2
8-31-65	2,882.5
9-07-65	2,529.0
9-14-65	3,009.5
9-21-65	3,066.7
9-28-65	3,302.5
10-05-65	2,855.5
10-12-65	4,340.8
10-19-65	2,463.8
10-26-65	2,357.0
11-02-65	2,502.0
11-09-65	1,793.0
11-16-65	1,809.8
11-23-65	2,048.0
11-30-65	1,472.5
12-07-65	2,025.0
12-14-65	2,545.8
12-21-65	2,170.0
12-28-65	1,119.0
	54,462.0
1-04-66	959.0
1-11-66	1,146.0
1-18-66	1,230.0
1-25-66	1,437.0
2-01-66	1,601.0
2-08-66	1,564.0
2-15-66	1,842.0
2-22-66	1,887.5
3-01-66	1,357.5
3-08-66	1,151.5
3-15-66	2,029.0
3-22-66	2,241.0
3-29-66	2,692.5
4-05-66	2,047.5
4-12-66	1,469.5
4-19-66	2,108.5
4-26-66	1,435.5
5-03-66	863.5
5-10-66	299.0
	29,361.5
Total	83,823.5

B-4 - Escalation
On Welfare Benefits

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Escalation on Welfare Benefits After 7/20/65

Schedule B-4

Increase of Welfare Benefits Relating to the Delay in Completing the Project

Astoria Anticipated Date of Completion	4/30/65
Actual Date of Astoria Completion	5/06/66

Fringe Benefit Increase for Base Craft, Ironworkers, increase of Welfare Benefits from 10¢ per hour to 20¢ per hour effective 7/21/65.

74,847.6 Hour Subject to Escalation (Schedule B-3)

Welfare Benefits	
74,847.1 Hrs. x $0.10	$7,484.71
Overhead 15%	1,122.71
Total Claim for Escalation on Welfare Benefit for Hours Worked After 7/20/65	$8,607.42

Additional expenses incurred at Astoria site for period July 21, 1965 to May 6, 1966 because of Ironworker's agreement increasing Company's contributions to Ironworker's Welfare Fund $0.10 per hour effective July 21, 1965. Completion date of April 30, 1965 as specified in Contract 6268 could not be met due to delay of sub-structures.

USS CAT. #1810.24

[illegible]-5 - Escalation
On Subsistence

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Escalation on Subsistence (Travel Allowance) Expenses After 7/20/65

Schedule B-5

Field Employees represented by Ironworkers Local #29, received increases in Travel Allowances based on mileage to site per Labor agreement effective July 21, 1965 which was later than scheduled completion date of April 30, 1965.

Actual Travel Allowance paid on seven (7) weekly Payroll Journals covering period immediately prior to increase (6-02-65 thru 7-20-65) amounted to $9,069.35 and straight time hours worked 11,684 or $0.7762 cost per hours.

Actual Travel Allowance paid on nine (9) weekly Payroll Journals covering period subsequent to the increase (7-21-65 thru 9-21-65 - 9-21-65 Payroll Includes Retroactive Increase) amounted to $15,926.40 and 18,564.5 straight time hours or $0.8579 cost per hour..

Refer to Exhibit B-5a Travel Allowance payments. Data transcribed from week summary sheets of Payroll Journals - (E-238).

Travel Allowance average Cost Per Hour	after	7/20/65	- $0.8579
" " " " " "	prior to	7/21/65	- 0.7762
Increased " " " "	after	7/20/65	- $0.0817

Straight Time Hours 69,742.5, Exhibit B-6b. Straight Time Hours worked by Field Employees after July 20, 1965. Data transcribed from Payroll Certification and Welfare Summary Report (E-238A).

69,742.5 Hours @ $0.0817	- $5,697.96
Overhead 15%	- 854.69
Total Escalation of Subsistence Cost	$6,552.65

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Travel Allowance Payments to Field Employees for Pay Periods 6/8/65 thru 7/20/65, 7/21 thru 9/21/65 & 9/22 thru 10/19/65-Astoria

Exhibit B-5a

Payroll Ending Date	Hours Worked	Travel Allowance Paid	Cost Per Hour
6-08-65	1,651.5	$ 1,334.50	
6-15-65	1,476.0	1,173.25	
6-22-65	1,454.0	1,193.05	
6-29-65	1,588.5	1,223.70	
7-06-65	1,452.0	1,098.80	
7-13-65	1,980.0	1,542.90	
7-20-65	2,082.0	1,503.15	
Total	11,684.0	$ 9,069.35	$0.7762

Date obtained from Weekly Summary Sheet of Payroll Journal - E-238 immediately prior to Travel Allowance increase.

Payroll Ending Date	Hours Worked	Travel Allowance Paid	Cost Per Hour
7-27-65	1,764.0	$ 1,277.20	
8-03-65	1,783.0	1,499.75	
8-10-65	1,915.0	1,427.25	
8-17-65	1,582.0	1,250.75	
8-24-65	1,696.5	1,248.80	
8-31-65	2,430.0	1,760.15	
9-07-65	2,139.5	1,605.20	
9-14-65	2,607.5	2,353.80	
9-21-65	2,647.0	3,503.50	
Total	18,564.5	$15,926.40	$0.8579

Data obtained from Weekly Summary Sheet of Payroll Journal - E-238; payroll ending 9/21/65 includes retroactive adjustment from 7/21/65 thru 9/21/65.

Payroll Ending Date	Hours Worked	Travel Allowance Paid	Cost Per Hour
9-28-65	2,703.5	$ 2,348.80	
10-05-65	2,423.5	2,116.55	
10-12-65	2,982.5	2,427.25	
10-19-65	2,099.5	2,008.65	
Total	10,209.0	$ 8,901.25	$0.8719

Data obtained from Weekly Summary Sheet of Payroll Journal E-238 verifying increased cost of $0.0817 for all hours worked 9/22/65 to 10/19/65.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Straight Time Hours Worked by Field Employees After 7/20/65 - Astoria

Exhibit B-5b

Pay Period Ending	Straight Time Hours Worked
7-27-65	1,764.0
8-03-65	1,783.0
8-10-65	1,915.0
8-17-65	1,582.0
8-24-65	1,696.5
8-31-65	2,430.0
9-07-65	2,139.5
9-14-65	2,607.5
9-21-65	2,647.0
9-28-65	2,703.5
10-05-65	2,423.5
10-12-65	2,982.5
10-19-65	2,099.5
10-26-65	2,043.0
11-02-65	2,129.5
11-09-65	1,610.0
11-16-65	1,493.5
11-23-65	1,785.5
11-30-65	1,255.5
12-07-65	1,815.0
12-14-65	2,111.5
12-21-65	1,803.0
12-28-65	961.0
1-04-66	844.5
1-11-66	977.0
1-18-66	1,092.0
1-25-66	1,209.0
2-01-66	1,419.0
2-08-66	1,394.5
2-15-66	1,508.0
2-22-66	1,648.5
3-01-66	1,216.0
3-08-66	1,001.5
3-15-66	1,430.0
3-22-66	1,794.0
3-29-66	2,067.0
4-05-66	1,522.0
4-12-66	1,246.0
4-18-66	1,577.5
4-26-66	1,125.0
5-03-66	638.0
5-10-66	252.0
Total	69,742.5

Data transcribed from Payroll Certification and Welfare Summary Report - E-238A.

USS CAT. #1910.25

B-6 - Overtime Acceleration

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Overtime Premium Acceleration Expenses After 7/31/65

Schedule B-6

Summary of Exhibits B-6a1,2,3, & 4

Occupation	Premium Hours	Hourly Rate		Overtime Premium Cost
Assistant Superintendent	14.0	$6.11		$ 85.54
Assistant Superintendent	4.0	6.01		24.04
Foreman	84.0	5.86		492.24
Foreman	525.5	5.76		3,026.88
Foreman	211.5	5.42		1,146.33
Foreman	249.5	5.35		1,334.83
Foreman	78.0	5.02		391.56
Ironworker	4,509.0	4.85		21,868.65
Apprentice Ironworker	167.0	4.61		769.87
Apprentice Ironworker	55.0	4.37		240.35
Apprentice Ironworker	898.0	3.88		3,484.24
*Master Mechanic	403.5	5.78		2,332.23
*Maintenance Engineer	56.0	4.85		271.60
*Hoisting Engineer	595.0	5.43		3,230.85
*Equipment Operator	568.5	5.15		2,927.78
Safety Boat Operator	414.6	3.96		1,641.82
Handy Man	4.5	3.88		17.46
Handy Man	91.5	3.00		274.50
Handy Man	47.3	2.50		118.25
Total	8,976.4			$43,679.02
Labor - Premium			$43,679.02	
Overhead 15%			6,551.85	
Total				$50,230.87
Unemployment Compensation and				
Social Security $40,631.57 @ 5.525%		$ 2,244.89		
3,047.45 @ 6.100%		185.89		
Total			$ 2,430.78	
Overhead 15%			364.62	
Total				$ 2,795.40
State Industrial Accident Fund $43,679.02 @ 13.785%			$ 6,021.15	
Overhead 15%			903.17	
Total				$ 6,924.32

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Overtime Premium Acceleration Expenses After 7/31/65

Schedule B-6

Summary of Exhibits B-6a1,2,3, & 4

Welfare and Pension Benefits		
*1,623 Hours @ $0.40 Per Hours	$ 649.20	
Overhead 15%	97.38	
Total		$ 746.58
Total Claim for Overtime Premium Acceleration Expense		$60,697.17

Additional expenses incurred at Astoria site for overtime premium acceleration from August 1, 1965 to May 6, 1966. Due to delay of sub-structures, overtime was required to complete project without incurring a larger expense of a two months' winter delay and further extending the completion of the Astoria Bridge Project.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Summary of Overtime Premium Hours After 7/31/65

Exhibit B-6a1

Occ. Code	Occupation	Hourly Rate		8-01 to 8-03-65	8-04-to 8-10-65	8-11 to 8-17-65	8-18 to 8-24-65	8-25 to 8-31-65	9-01 to 9-07-65	9-08 to 9-14-65	9-15 to 9-21-65
F	Foreman	$5.42		8.0	33.5	14.5	23.5	22.0	21.0	24.5	28.0
F	Foreman	5.02		4.0	17.5	10.0	11.5	19.5	15.5	-	-
IW	Ironworker	4.52	(1)	35.5	129.0	77.0	124.5	195.5	161.5	10.0	-
AIW	Appr. Ironwrkr.	3.62	(2)	8.0	24.0	25.5	35.5	32.0	20.0	-	-
HE	Hoist. Engr.	5.43		4.0	28.5	12.5	23.5	24.5	22.0	22.5	27.0
EO	Equip. Oper.	5.15		8.5	21.5	14.5	24.5	24.0	21.0	23.5	32.5
MM	Master Mech.	5.78		3.0	34.5	6.5	8.0	25.0	18.0	12.0	10.0
ME	Maint. Engr.	4.85		3.0	20.5	5.5	5.0	5.0	4.0	8.0	4.0
SBA	Saf. Boat Oper.	3.96		7.5	22.2	10.5	15.0	24.0	20.0	23.5	25.8
HMM	Handyman	2.50		1.0	2.8	2.0	2.2	4.5	6.5	6.0	6.7
AIW	App. Ironworker	4.29	(3)	-	-	-	-	9.0	16.0	6.0	-
F	Foreman	5.35		-	-	-	-	-	-	14.5	17.5
IW	Ironworker	4.85		-	-	-	-	-	--	170.5	202.5
AIW	App. Ironworker	4.61		-	-	-	-	-	-	5.5	9.0
AIW	App. Ironworker	3.88		-	-	-	-	-	-	27.5	24.5
HMM	Handyman	3.00		-	-	-	-	-	-	-	-
F	Foreman	5.76		-	-	-	-	-	-	-	-
HMM	Handyman	3.88		-	-	-	-	-	-	-	-
	Total			82.5	334.0	178.5	273.2	385.0	325.5	354.0	387.5

(1) Ironworker's Rate of $4.52 per hour increased to $4.85 per hour retroactively to 7/21/65 per labor
(2) Apprentice Ironworker's Rate of $3.62 per hour increased to $3.88 per hour retroactively to 7/21/65
(3) Apprentice Ironworker's Rate of $4.29 per hour increased to $4.61 per hour retroactively to 7/21/65

Data transcribed from Weekly Payroll Certification and Welfare Summary Reports E-238.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department
Astoria Bridge Project
V-8562-70

Summary of Overtime Premium Hours After 7/31/65

Exhibit B-6a1

8-11 to 8-17-65	8-18 to 8-24-65	8-25 to 8-31-65	9-01 to 9-07-65	9-08 to 9-14-65	9-15 to 9-21-65	9-22 to 9-28-65	9-29 to 10-05-65	10-06 to 10-12-65	10-13 to 10-19-65	Total 8-01 to 10-19-65
14.5	23.5	22.0	21.0	24.5	28.0	36.5	-	-	-	211.5
10.0	11.5	19.5	15.5	-	-	-	-	-	-	78.0
77.0	124.5	195.5	161.5	10.0	-	-	-	-	-	733.0
25.5	35.5	32.0	20.0	-	-	-	-	-	-	145.0
12.5	23.5	24.5	22.0	22.5	27.0	39.0	26.0	81.5	19.0	330.0
14.5	24.5	24.0	21.0	23.5	32.5	39.5	30.0	82.0	20.5	342.0
6.5	8.0	25.0	18.0	12.0	10.0	16.5	22.0	56.0	12.5	224.0
5.5	5.0	5.0	4.0	8.0	4.0	1.0	-	-	-	56.0
10.5	15.0	24.0	20.0	23.5	25.8	17.0	20.5	35.5	11.5	233.0
2.0	2.2	4.5	6.5	6.0	6.7	4.8	4.5	6.3	-	47.3
-	-	9.0	16.0	6.0	-	-	-	-	-	31.0
-	-	-	-	14.5	17.5	26.5	18.5	28.5	6.0	111.5
-	-	-	-	170.5	202.5	240.5	163.0	575.5	165.5	1 517.5
-	-	-	-	5.5	9.0	11.5	15.0	28.5	6.0	75.5
-	-	-	-	27.5	24.5	34.5	36.5	136.0	32.5	291.5
-	-	-	-	-	-	2.0	2.0	10.0	2.0	16.0
-	-	-	-	-	-	-	26.5	128.5	31.0	186.0
-	-	-	-	-	-	-	-	4.5	-	4.5
178.5	273.2	385.0	325.5	354.0	387.5	469.3	364.5	1,172.8	306.5	4,633.3

ed to $4.85 per hour retroactively to 7/21/65 per labor contract.
ur increased to $3.88 per hour retroactively to 7/21/65 per labor contract.
ur increased to $4.61 per hour retroactively to 7/21/65 per labor contract.

on and Welfare Summary Reports E-238.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Summary of Overtime Premium Hours After 7/31/65

Exhibit B-6a2

Occ. Code	Occupation	Hour. Rate	Total 8-01 to 10-19-65		10-20 to 10-26-65	10-27 to 11-02-65	11-03 to 11-09-65	11-10 to 11-16-65	11-17 to 11-23-65	11-24 to 11-30-65	12-01 12-07-
F	Foreman	$5.76	186.0		30.5	40.5	15.0	34.5	28.0	17.0	24.
F	Foreman	5.42	211.5		-	-	-	-	-	-	-
F	Foreman	5.35	111.5		8.5	6.5	3.0	4.5	7.0	3.0	4.
F	Foreman	5.02	78.0		-	-	-	-	-	-	-
IW	Ironworker	4.85	1,517.5		135.0	152.0	61.0	98.0	100.0	52.5	84.
IW	Ironworker	4.52	733.0	(1)	-	-	-	-	-	-	-
AIW	App. Ironworker	4.61	75.5		8.5	4.5	3.0	4.5	6.0	3.5	4.
AIW	App. Ironworker	4.29	31.0	(3)	-	-	-	-	-	-	-
AIW	App. Ironworker	3.88	291.5		22.5	18.0	17.0	21.5	21.5	18.0	28.
AIW	App. Ironworker	3.62	145.0	(2)	-	-	-	-	-	-	-
MM	Mast. Mechanic	5.78	224.0		14.0	17.5	6.0	8.0	15.0	9.0	5.
ME	Maint. Engineer	4.85	56.0		-	-	-	-	-	-	-
HE	Hoist. Engineer	5.43	330.0		17.0	23.5	9.0	18.5	15.5	9.0	17.
EO	Equipment Oper.	5.15	342.0		24.0	27.5	12.0	22.0	18.5	9.0	15.
SBA	Safety Boat Oper.	3.96	233.0		13.5	14.5	6.0	11.3	7.0	7.0	9.
HMM	Handyman	3.88	4.5		-	-	-	-	-	-	-
HMM	Handyman	3.00	16.0		2.5	2.0	1.5	1.5	2.5	3.5	2.
HMM	Handyman	2.50	47.3		-	-	-	-	-	-	-
AS	Asst. Superinten.	6.01	-		-	-	-	-	-	-	-
AIW	App. Ironworker	4.37	-		-	-	-	-	-	-	-
	Total		4,633.3		276.0	306.5	133.5	224.3	221.0	131.5	192.

(1) Ironworker's Rate of $4.52 per hour increased to $4.85 per hour retroactively to 7/21/65 per labor
(2) Apprentice Ironworker's Rate of $3.62 per hour increased to $3.88 per hour retroactively to 7/21/6
(3) Apprentice Ironworker's Rate of $4.29 per hour increased to $4.61 per hour retroactively to 7/21/6

Data transcribed from Weekly Payroll Certification and Welfare Summary Reports E-238.

Sheet 2 of 4

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Summary of Overtime Premium Hours After 7/31/65

Exhibit B-6a2

to 65	10-27 to 11-02-65	11-03 to 11-09-65	11-10 to 11-16-65	11-17 to 11-23-65	11-24 to 11-30-65	12-01 to 12-07-65	12-08 to 12-14-65	12-15 to 12-21-65	12-22 to 12-28-65	12-29 to 1-04-66	Total 8-01-65-1-04-66
.5	40.5	15.0	34.5	28.0	17.0	24.0	39.0	31.0	5.0	4.0	454.5
	-	-	-	-	-	-	-	-	-	-	211.5
.5	6.5	3.0	4.5	7.0	3.0	4.0	8.0	13.0	3.0	1.0	173.0
	-	-	-	-	-	-	-	-	-	-	78.0
.0	152.0	61.0	98.0	100.0	52.5	84.0	125.5	97.0	39.0	16.0	2,477.5
	-	-	-	-	-	-	-	-	-	-	733.0
.5	4.5	3.0	4.5	6.0	3.5	4.0	9.5	12.0	-	1.0	132.0
	-	-	-	-	-	-	-	-	-	-	31.0
[illegible]	18.0	17.0	21.5	21.5	18.0	28.0	34.5	39.0	11.0	4.0	526.5
	-	-	-	-	-	-	-	-	-	-	145.0
.0	17.5	6.0	8.0	15.0	9.0	5.0	7.0	22.0	2.0	1.0	330.5
	-	-	-	-	-	-	-	-	-	-	56.0
.0	23.5	9.0	18.5	15.5	9.0	17.0	28.5	32.5	3.0	1.0	504.5
.0	27.5	12.0	22.0	18.5	9.0	15.0	22.0	16.5	3.0	1.5	513.0
.5	14.5	6.0	11.3	7.0	7.0	9.0	12.3	19.0	4.0	1.5	338.1
	-	-	-	-	-	-	-	-	-	-	4.5
.5	2.0	1.5	1.5	2.5	3.5	2.0	2.5	2.0	2.5	0.5	39.0
	-	-	-	-	-	-	-	-	-	-	47.3
	-	-	-	-	-	-	-	1.0	3.0	-	4.0
	-	-	-	-	-	-	-	-	-	1.0	1.0
.0	306.5	133.5	224.3	221.0	131.5	192.0	288.8	285.0	75.5	32.5	6,799.9

ed to $4.85 per hour retroactively to 7/21/65 per labor contract.
our increased to $3.88 per hour retroactively to 7/21/65 per labor contract.
our increased to $4.61 per hour retroactively to 7/21/65 per labor contract.

on and Welfare Summary Reports E-238.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Summary of Overtime Premium Hours After 7/31/65

Exhibit B-6a3

Occ. Code	Occupation	Hourly Rate	Total 8-01 to 1-04-66	1-05 to 1-11-66	1-12 to 1-18-66	1-19 to 1-25-66	1-26 to 2-01-66	2-02 to 2-08-66	2-09 to 2-15-66	2-16 to 2-22-66
AS	Asst. Supt.	$6.01	4.0	-	-	-	-	-	-	-
F	Foreman	5.76	454.5	3.0	9.0	13.0	16.0	13.0	17.0	-
F	Foreman	5.42	211.5	-	-	-	-	-	-	-
F	Foreman	5.35	173.0	1.0	3.0	4.0	4.0	3.0	3.0	5.0
F	Foreman	5.02	78.0	-	-	-	-	-	-	-
IW	Ironworker	4.85	2,477.5	17.0	40.0	57.0	65.0	56.0	113.0	110.0
IW	Ironworker	4.52 (1)	733.0	-	-	-	-	-	-	-
AIW	App. Ironworker	4.61	132.0	-	-	-	3.0	1.0	-	-
AIW	App. Ironworker	4.37	1.0	1.0	3.0	4.0	4.0	3.0	3.0	4.0
AIW	App. Ironworker	4.29 (3)	31.0	-	-	-	-	-	-	-
AIW	App. Ironworker	3.88	526.5	5.0	13.0	21.0	19.0	10.0	13.0	25.0
AIW	App. Ironworker	3.62 (2)	145.0	-	-	-	-	-	-	-
MM	Master Mech.	5.78	330.5	4.0	3.0	4.0	4.0	3.0	3.0	5.0
ME	Maint. Engineer	4.85	56.0	-	-	-	-	-	-	-
HE	Hoisting Engineer	5.43	504.5	2.0	3.0	4.0	4.0	6.0	13.0	6.0
EO	Equip. Operator	5.15	513.0	3.0	5.0	6.0	6.0	3.0	3.0	5.5
SBA	Safety Boat Oper.	3.96	338.1	2.0	3.0	4.0	4.0	3.0	3.0	7.0
HMM	Handyman	3.88	4.5	-	-	-	-	-	-	-
HMM	Handyman	3.00	39.0	.5	-	8.0	22.0	-	-	-
HMM	Handyman	2.50	47.3	-	-	-	-	-	-	14.0
F	Foreman	5.86	-	-	-	-	-	-	-	-
	Total		6,799.9	38.5	82.0	125.0	151.0	101.0	171.0	181.5

(1) Ironworker's Rate of $4.52 per hour increased to $4.85 per hour retroactively to 7/21/65 per labor

(2) Apprentice Ironworker's Rate of $3.62 per hour increased to $3.88 per hour retroactively to 7/21/65

(3) Apprentice Ironworker's Rate of $4.29 per hour increased to $4.61 per hour retroactively to 7/21/65

Data transcribed from Weekly Payroll Certification and Welfare Summary Reports E-238.

Sheet 3 of 4

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Summary of Overtime Premium Hours After 7/31/65

Exhibit B-6a3

to 66	1-12 to 1-18-66	1-19 to 1-25-66	1-26 to 2-01-66	2-02 to 2-08-66	2-09 to 2-15-66	2-16 to 2-22-66	2-23 to 3-01-66	3-02 to 3-08-66	3-09 to 3-15-66	3-16 to 3-22-66	Total 8-01-65 3-22-66
	-	-	-	-	-	-	-	-	-	-	4.0
	9.0	13.0	16.0	13.0	17.0	-	-	-	-	-	525.5
	-	-	-	-	-	-	-	-	-	-	211.5
	3.0	4.0	4.0	3.0	3.0	5.0	3.0	4.0	3.0	5.0	211.0
	-	-	-	-	-	-	-	-	-	-	78.0
	40.0	57.0	65.0	56.0	113.0	110.0	55.0	37.0	61.0	130.0	3,218.5
	-	-	-	-	-	-	-	-	-	-	733.0
	-	-	3.0	1.0	-	-	-	-	-	-	136.0
	3.0	4.0	4.0	3.0	3.0	4.0	2.0	2.0	3.0	4.0	34.0
	-	-	-	-	-	-	-	-	-	-	31.0
	13.0	21.0	19.0	10.0	13.0	25.0	13.0	9.0	9.0	20.0	683.5
	-	-	-	-	-	-	-	-	-	-	145.0
	3.0	4.0	4.0	3.0	3.0	5.0	4.0	4.0	3.0	6.0	373.5
	-	-	-	-	-	-	-	-	-	-	56.0
	3.0	4.0	4.0	6.0	13.0	6.0	3.0	3.0	4.0	8.0	560.5
	5.0	6.0	6.0	3.0	3.0	5.5	3.0	4.0	3.0	6.0	560.5
	3.0	4.0	4.0	3.0	3.0	7.0	3.0	4.0	4.0	6.5	381.6
	-	-	-	-	-	-	-	-	-	-	4.5
	-	8.0	22.0	-	-	-	4.0	4.0	2.0	2.0	81.5
	-	-	-	-	-	-	-	-	-	-	47.3
	-	-	-	-	-	14.0	9.0	8.0	8.0	8.0	47.0
	82.0	125.0	151.0	101.0	171.0	181.5	99.0	79.0	100.0	195.5	8,123.4

to $4.85 per hour retroactively to 7/21/65 per labor contract.
r increased to $3.88 per hour retroactively to 7/21/65 per labor contract.
r increased to $4.61 per hour retroactively to 7/21/65 per labor contract.

and Welfare Summary Reports E-238.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Summary of Overtime Premium Hours After 7/31/65

Exhibit B-6a4

Occ. Code	Occupation	Hourly Rate		Total 8-01-65-3-22-66	3-23 to 3-29-66	3-30 to 4-05-66	4-06 to 4-12-66	4-13 to 4-18-66	4-19 to 4-26-66
AS	Asst. Superinten.	$6.01		4.0	-	-	-	-	-
F	Foreman	5.86		47.0	12.0	10.0	10.0	5.0	-
F	Foreman	5.76		525.5	-	-	-	-	-
F	Foreman	5.42		211.5	-	-	-	-	-
F	Foreman	5.35		211.0	6.0	5.0	5.0	5.5	6.0
F	Foreman	5.02		78.0	-	-	-	-	-
IW	Ironworker	4.85		3,218.5	154.0	117.0	106.0	79.5	51.0
IW	Ironworker	4.52	(1)	733.0	-	-	-	-	-
AIW	App. Ironworker	4.61		136.0	-	-	-	-	-
AIW	App. Ironworker	4.37		34.0	6.0	3.0	5.0	4.0	3.0
AIW	App. Ironworker	4.29	(3)	31.0	-	-	-	-	-
AIW	App. Ironworker	3.88		683.5	22.0	12.0	15.0	10.5	7.0
AIW	App. Ironworker	3.62	(2)	145.0	-	-	-	-	-
MM	Master Mechanic	5.78		373.5	6.0	5.0	5.0	2.0	4.0
ME	Maint. Engineer	4.85		56.0	-	-	-	-	-
HE	Hoisting Engineer	5.43		560.5	6.0	5.0	5.0	6.5	4.0
EO	Equip. Operator	5.15		560.5	6.0	2.0	-	-	-
SBA	Safety Boat Oper.	3.96		381.6	6.0	4.5	4.5	6.0	4.0
HMM	Handyman	3.88		4.5	-	-	-	-	-
HMM	Handyman	3.00		81.5	2.0	2.0	2.0	2.0	2.0
HMM	Handyman	2.50		47.3	-	-	-	-	-
AS	Asst. Superintend.	6.11		-	-	-	-	2.0	4.0
	Total			8,123.4	226.0	165.5	157.5	123.0	85.0

(1) Ironworker's Rate of $4.52 per hour increased to $4.85 per hour retroactively to 7/21/65 per labor
(2) Apprentice Ironworker's Rate of $3.62 per hour increased to $3.88 per hour retroactively to 7/21/65
(3) Apprentice Ironworker's Rate of $4.29 per hour increased to $4.61 per hour retroactively to 7/21/65

Data transcribed from Weekly Payroll Certification and Welfare Summary Reports E-238.

Sheet 4 of 4

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Summary of Overtime Premium Hours After 7/31/65

Exhibit B-6a4

3-23 to 3-29-66	3-30 to 4-05-66	4-06 to 4-12-66	4-13 to 4-18-66	4-19 to 4-26-66	4-27 to 5-03-66	5-04 to 5-10-66	Total Overtime Premium Hours
-	-	-	-	-	-	-	4.0
12.0	10.0	10.0	5.0	-	-	-	84.0
-	-	-	-	-	-	-	525.5
-	-	-	-	-	-	-	211.5
6.0	5.0	5.0	5.5	6.0	8.0	3.0	249.5
-	-	-	-	-	-	-	78.0
154.0	117.0	106.0	79.5	51.0	38.0	12.0	3,776.0
-	-	-	-	-	-	-	733.0
-	-	-	-	-	-	-	136.0
6.0	3.0	5.0	4.0	3.0	-	-	55.0
-	-	-	-	-	-	-	31.0
22.0	12.0	15.0	10.5	7.0	3.0	-	753.0
-	-	-	-	-	-	-	145.0
6.0	5.0	5.0	2.0	4.0	5.0	3.0	403.5
-	-	-	-	-	-	-	56.0
6.0	5.0	5.0	6.5	4.0	5.0	3.0	595.0
6.0	2.0	-	-	-	-	-	568.5
6.0	4.5	4.5	6.0	4.0	5.0	3.0	414.6
-	-	-	-	-	-	-	4.5
2.0	2.0	2.0	2.0	2.0	-	-	91.5
-	-	-	-	-	-	-	47.3
-	-	-	2.0	4.0	5.0	3.0	14.0
226.0	165.5	157.5	123.0	85.0	69.0	27.0	8,976.4

eased to $4.85 per hour retroactively to 7/21/65 per labor contract.
r hour increased to $3.88 per hour retroactively to 7/21/65 per labor contract.
r hour increased to $4.61 per hour retroactively to 7/21/65 per labor contract.

ation and Welfare Summary Reports E-238.

USS CAT. #1210.26

B-7
Project Extension

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Project Extension Expenses Covering Field Salaries After 4/30/65

Schedule B-7

Description				
Salaries (Exhibit B-7a)				
Supervision		$15,321.00		
Engineering		6,311.00		
Timekeeper		6,947.00		
Total Salaries			$28,579.00	
Overhead 15%			4,286.85	
Total				$32,865.85
Unemployment Compensation and Social Security	$26,123.00 @ 5.525%	$ 1,443.30		
	2,456.00 @ 6.100%	149.82		
Total			$ 1,593.12	
Overhead 15%			238.97	
Total				$ 1,832.09
State Industrial Accident Fund	$28,579.00 @ 13.785%		$ 3,939.62	
Overhead 15%			590.94	
Total				$ 4,530.56
Welfare Benefits				
Supervision & Engineers	$16,010.00 @ 24.75%	$ 3,962.48		
	5,622.00 @ 27.38%	1,539.30		
Timekeeper	$ 2,601.00 @ 15.76%	409.92		
	4,346.00 @ 18.27%	794.01		
Total			$ 6,705.71	
Overhead 15%			1,005.86	
Total				$ 7,711.57
Total Claim for Project Extension Expenses				$46,940.07

Additional expenses incurred at Astoria site for extended field salaries (supervision, engineering, and clerical) and associated direct labor expenses from April 30, 1965 to October 31, 1966 due to delay of sub-structures. Offsetting credit of $4,981.00 applies to Field Engineer's supervision of sub-contractors - Stage 2.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Compensation for Project Extension Covering Supervision, Engineering & Clerical Salaries After April 30, 1965

Exhibit B-7a

Period	Supervision Salaries	Engineering Salaries	Clerical Salaries	Total Salaries
5-01-65 to 5-31-65	$ -	$ -	$ -	$ -
6-01-65 to 6-30-65	749.00	1,101.00	336.00	2,186.00
7-01-65 to 7-31-65	1,656.00	-	-	1,656.00
8-01-65 to 8-31-65	1,641.00	1,122.00	-	2,763.00
9-01-65 to 9-30-65	1,709.00	1,112.00	-	2,821.00
10-01-65 to 10-31-65	1,948.00	1,223.00	-	3,171.00
11-01-65 to 11-30-65	750.00	1,404.00	1,082.00	3,236.00
12-01-65 to 12-31-65	1,246.00	349.00	1,183.00	2,778.00
1-01-66 to 1-31-66	1,497.00	-	1,412.00	2,909.00
2-01-66 to 2-28-66	1,060.00	-	844.00	1,904.00
3-01-66 to 3-31-66	1,918.00	-	781.00	2,699.00
4-01-66 to 4-30-66	1,147.00	514.00	820.00	2,481.00
5-01-66 to 5-31-66	-	859.00	489.00	1,348.00
6-01-66 to 6-30-66	-	736.00	-	736.00
7-01-66 to 7-31-66	-	870.00	-	870.00
8-01-66 to 8-31-66	-	913.00	-	913.00
9-01-66 to 9-30-66	-	872.00	-	872.00
10-01-66 to 10-31-66	-	217.00	-	217.00
Sub-Total	$15,321.00	$11,292.00	$ 6,947.00	$33,560.00
Credit for 7 Mos. of Supervision of Sub-contractors - Field Engineers		$ 4,981.00	$ -	$ 4,981.00
Total	$15,321.00	$ 6,311.00	$ 6,947.00	$28,579.00

USS CAT. #1610.27

B-8 - Derrick Boat
Replaced by 4600 CC

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Claim for Expenses of Replacement of Derrick Boat by a 4600 Crawler Crane

Schedule B-8

Labor			
Straight Time (Exhibit B-8a1)	$ 4,887.96		
Premium Time (Exhibit B-8a1)	762.33		
Total Labor		$ 5,650.29	
Overhead 15%		847.54	
Total			$ 6,497.83
State Industrial Accident Fund $5,650.29 @ 13.785%		$ 778.89	
Overhead 15%		116.83	
Total			$ 895.72
Unemployment Compensation and Social Security $5,650.29 @ 6.100%		$ 344.67	
Overhead 15%		51.70	
Total			$ 396.37
Welfare & Pension Expense (Exhibit B-8a1)		$ 256.58	
Overhead 15%		38.49	
Total			$ 295.07
Equipment			
Rented Equipment (Exhibit B-8a1)	$79,575.19		
Less Credit for Derrick & Tower (Exhibit B-8a1)	35,849.38		
Total		$43,725.81	
Overhead 15%		6,558.87	
Total			$50,284.68
Total Claim for Replacement of Derrick Boat by 4600 Crawler Crane			$58,369.67

Additional expenses incurred by Astoria site for replacement of derrick boat by a 4600 crawler crane from April 20, 1965 to January 31, 1966. Expenses include labor and associated direct labor expenses of fabricating, placing, assembling 4600 crawler crane on barges and dismantling 4600 crawler crane, rental and freight cost, and applicable offsetting credit for release of S-2 derrick and tower. Due to delay of sub-structures, Astoria erecting operations were extended over a year causing a conflict in the S-2 derrick boat schedule which had been previously assigned to another project for May, 1965. In addition a faster crane than the S-2 derrick boat was required to complete steel erection without incurring a larger expense of a two months winter delay.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Summary of Additional Expenses Due to Derrick Boat Replaced by 4600 Crawler Crane

Exhibit B-8a1

Exhibit	Straight Time Cost	Premium Time Cost	Payroll Expense	Rental Expense	Equipment
B-8b1 Fabricating Frame, Placing & Assembling 4600 Crawler Crane on Barges	$3,811.99	$ 435.93	$203.98	$ 507.00	$ 505.12
B-8c Rental & Freight Cost of 4600 Crawler Crane	-	-	-	79,068.19	-
B-8d Dismantling 4600 Crawler Crane	1,075.97	326.40	52.60	-	-
B-8e Credit for Release of S-2 Derrick & Tower	-	-	-	-	(36,354.50)
Totals	$4,887.96	$ 762.33	$256.58	$79,575.19	($35,849.38)

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Summary of Labor & Equipment Expenses Incurred Fabricating Frame, Placing & Assembling 4600 Crawler Crane on Barges Exhibit 8-b2,3,4, & 5

Exhibit B-8b1

Date	S.T. Hour	O.T. Hour	Straight Time Cost	Overtime Cost	Payroll Expense	Rental Expense	Equipment
5-10-65	144.0	-	$ 655.04	$ -	$ 30.72	$104.00	$252.56
5-11-65	145.0	1.0	641.90	5.18	30.08	104.00	252.56
5-12-65	133.0	31.5	579.99	143.72	33.29	143.00	-
5-13-65	82.0	-	380.84	-	18.92	-	-
5-14-65	48.0	-	211.44	-	11.52	-	-
5-15-65	8.0	8.0	41.44	41.44	5.12	-	-
5-17-65	16.0	-	82.88	-	5.12	-	-
5-18-65	18.0	2.0	93.24	10.36	6.40	-	-
5-19-65	39.0	13.0	185.85	62.15	11.93	-	-
5-20-65	205.0	36.0	939.37	173.08	50.88	156.00	-
Total	838.0	91.5	$3,811.99	$435.93	$203.98	$507.00	$505.12

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Labor & Equipment Expenses Incurred Setting Up 4600 Crawler Crane on Barges

Exhibit B-8b2

Labor & Equipment Used Data Transcribed from Daily Time Reports E-220

Fabrication of Frame on Barges for 4600 Crawler Crane to Set On

Date	Occupation	S.T. Hours	Prem. Hours	Hourly Rate	Straight Time Amount	O.T. Amount	Equipment & Expense Cost
5-10-65	Foreman	16.0	-	$5.42	$ 86.72	$ -	$104.00 (1)
	Hoisting Engineer	16.0	-	5.18	82.88	-	252.56 (2)
	Oiler	16.0	-	4.12	65.92	-	
	Ironworker	80.0	-	4.52	361.60	-	
	Ironworker App.	16.0	-	3.62	57.92	-	
	Total	144.0	-		$655.05	-	

Welfare & Pension Benefits

Ironworkers Fund - 128 Hrs. @ $0.20 Per Hour	$ 25.60
Hoisting Engineers Fund - 16 " @ $0.32 " "	5.12
Total	$ 30.72

Date	Occupation	S.T. Hours	Prem. Hours	Hourly Rate	Straight Time Amount	O.T. Amount	Equipment & Expense Cost
5-11-65	Foreman	16.0	-	$5.42	$ 86.72	$ -	$104.00 (1)
	Hoisting Engr.	17.0	1.0	5.18	88.06	5.18	252.56 (2)
	Oiler	16.0	-	4.12	65.92	-	
	Ironworker	72.0	-	4.52	325.44	-	
	Ironworker Appr.	8.0	-	3.62	28.96	-	
	Handyman	8.0	-	2.50	20.00	-	
	Asst. Engineer	8.0	-	3.35	26.80		
	Total	145.0	1.0		$641.90	$ 5.18	

Welfare & Pension Benefits

Ironworkers Fund - 96 Hours @ $0.20 Per Hour	$ 19.20
Hoisting Engineers Fund - 34 " @ $0.32 " "	10.88
Total	$ 30.08

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Labor & Equipment Expenses Incurred
Setting Up 4600 Crawler Crane on Barges

Exhibit B-8b3

Place 4600 Crawler Crane on Barges

Date	Occupation	S.T. Hours	Prem. Hours	Hourly Rate	Straight Time Amount	O.T. Amount	Equipment & Expense Cost
5-12-65	Foreman	11.0	3.0	$5.42	$ 59.62	$ 16.26	$143.00 (1)
	Hoisting Engr.	22.0	6.0	5.18	113.96	31.08	
	Oiler	11.0	3.0	4.12	45.32	12.36	
	Ironworker	55.0	15.0	4.52	248.60	67.80	
	Ironworker App.	11.0	3.0	3.62	39.82	10.86	
	Handyman	8.0	-	2.50	20.00	-	
	Asst. Engineer	4.0	-	3.35	13.40	-	
	Safety Boat Oper.	11.0	1.5	3.57	39.27	5.36	
	Total	133.0	31.5		$579.99	$143.72	

Welfare & Pension Benefits

Ironworkers Fund - 110.5 Hrs. @ $0.10/Hr. + 88 Hrs. @ $0.10/Hr.	$ 19.85
Hoisting Engineers Fund - 42.0 Hours @ $0.32 Per Hour	13.44
Total	$ 33.29

Assemble 4600 Crawler Crane on Barges

Date	Occupation	S.T. Hours	Prem. Hours	Hourly Rate	Straight Time Amount	O.T. Amount
5-13-65	Foreman	9.0	-	$5.42	$ 48.78	$ -
	Hoisting Engr.	15.0	-	5.18	77.70	-
	Oiler	6.0	-	4.12	24.72	-
	Ironworker	46.0	-	4.52	207.92	-
	Ironworker App.	6.0	-	3.62	21.72	-
	Total	82.0	-		$380.84	$ -

Welfare & Pension Benefits

Ironworkers Fund - 61 Hrs. @ $0.20 Per Hour	$ 12.20
Hoisting Engineers Fund - 21 " @ $0.32 " "	6.72
Total	$ 18.92

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Labor & Equipment Expenses Incurred
Setting Up 4600 Crawler Crane on Barges

Exhibit B-8b4

Date	Occupation	S.T. Hours	Prem. Hours	Hourly Rate	Straight Time Amount	O.T. Amount	Equipment & Expense Cost
5-14-65	Hoisting Engr.	8.0	-	$5.18	$ 41.44	$ -	
	Oiler	8.0	-	$4.12	32.96	-	
	Ironworker	24.0	-	4.52	108.48	-	
	Safety Boat Oper.	8.0	-	3.57	28.56	-	
	Total	48.0	-		$211.44	$ -	
	Welfare & Pension Benefits						
	Ironworkers Fund - 32 Hours @ $0.20 Per Hour						$ 6.40
	Hoisting Engineers Fund - 16 " @ $0.32 " "						5.12
	Total						$ 11.52
5-15-65	Hoisting Engineer	8.0	8.0	$5.18	$ 41.44	$ 41.44	
	Welfare & Pension Benefits						
	Hoisting Engineers Fund - 16 Hours @ $0.32 Per Hour						$ 5.12
5-17-65	Hoisting Engr.	16.0	-	$5.18	$ 82.88	$ -	
	Welfare & Pension Benefits						
	Hoisting Engineers Fund - 16 Hours @ $0.32 Per Hour						$ 5.12
5-18-65	Hoisting Engr.	18.0	2.0	$5.18	$ 93.24	$ 10.36	
	Welfare & Pension Benefits						
	Hoisting Engineers Fund - 20 Hours @ $0.32 Per Hour						$ 6.40

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Labor & Equipment Expenses Incurred Setting Up 4600 Crawler Crane on Barges

Exhibit B-8b5

Date	Occupation	S.T. Hours	Prem. Hours	Hourly Rate	Straight Time Amount	O.T. Amount	Equipment & Expense Cost
5-19-65	Foreman	2.5	1.5	$5.42	$ 13.55	$ 8.13	
	Hoisting Engr.	12.0	4.0	5.18	62.16	20.72	
	Oiler	1.5	1.5	4.12	6.18	6.18	
	Ironworker	23.0	6.0	4.52	103.96	27.12	
	Total	39.0	13.0		$185.85	$ 62.15	
	Welfare & Pension Benefits						
	Ironworkers Fund - 33 Hrs. @ $.0.10/Hr. + 25.5 Hrs. @ $0.10/Hr.						$ 5.85
	Hoisting Engineers Fund - 19 Hours @ $0.32 Per Hour						6.08
	Total						$ 11.93
5-20-65	Foreman	24.5	8.5	$5.42	$132.79	$ 46.07	$156.00 (1)
	Hoisting Engr.	24.5	8.5	5.18	126.91	44.03	
	Oiler	9.5	1.5	4.12	39.14	6.18	
	Ironworker	123.0	15.0	4.52	555.96	67.80	
	Ironworker App.	13.5	1.5	3.62	48.87	5.43	
	Safety Boat Oper.	10.0	1.0	3.57	35.70	3.57	
	Total	205.0	36.0		$939.37	$173.08	
	Welfare & Pension Benefits						
	Ironworkers Fund - 197 Hrs. @ $0.10/Hr. + 171 Hrs. @ $0.10/Hr.						$ 36.80
	Hoisting Engineers Fund - 44 Hours @ $0.32 Per Hour						14.08
	Total						$ 50.88
	Grand Totals	838.0	91.5		$3,811.99	$435.93	$507.00 (1) $505.12 (2)
	Welfare & Pension Benefits						$203.98

(1) Direct Expense - Equipment Rental 1 - Colby Whirley Crane P.O. 78-66-116 Rental $100.00 per 8 Hour Day Plus Washington Sales Tax.

(2) A.B. Equipment - 45 Ton Truck Crane, A.B. 4548 Monthly Rate $5,472.00

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Rental & Freight Expenses of 4600 Crawler Crane

Exhibit B-8c

Period	Monthly Cost
4-20-65 to 4-30-65	$ 3,068.19
5-01-65 to 5-31-65	7,500.00
6-01-65 to 6-30-65	7,500.00
7-01-65 to 7-31-65	7,500.00
8-01-65 to 8-31-65	7,500.00
9-01-65 to 9-30-65	7,500.00
10-01-65 to 10-31-65	7,500.00
11-01-65 to 11-30-65	7,500.00
12-01-65 to 12-31-65	7,500.00
1-01-66 to 1-31-66	7,500.00
Total Rental Paid	$70,568.19
Estimated Inbound & Outbound Freight Per Letter Dated 3/25/65 Ref. 4600 S/N 46038	8,500.00
Total	$79,068.19

American Bridge Purchase Order 78-66,198 to Bell Equipment Corporation, 230 Park Avenue, New York, New York, covered rental payments of subject 4600 Crawler Crane.

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Division
V-8562-70

Summary of Labor Expenses Incurred
Dismantling 4600 Crawler Crane

Exhibit B-8d

Date	Straight Time Hours	Overtime Hours	Straight Time Cost	Overtime Cost	Payroll Expense
12-17-66	158.0	59.2	$ 764.57	$291.80	$41.20
12-20-66	27.0	3.0	155.70	17.30	5.70
12-21-56	27.0	3.0	155.70	17.30	5.70
Total	212.0	65.2	$1,075.97	$326.40	$52.60

Labor Data Transcribed from Daily Time Sheet E-220

Dismantling 4600 Crawler Crane

Date	Occupation	S.T. Hours	Prem. Hours	Hourly Rate	Straight Time Amount	Overtime Amount	Payroll Expense
12-17-65	Foreman	37.5	13.5	$5.76	$216.00	$ 77.76	
	Hoisting Engr.	16.0	8.0	5.43	86.88	43.44	
	Ironworker	50.0	18.0	4.85	242.50	87.30	
	Ironworker App.	37.5	13.5	3.88	145.50	52.38	
	Safety Boat Oper.	13.5	2.7	3.96	53.46	10.69	
	Master Mechanic	3.5	3.5	5.78	20.23	20.23	
	Total	158.0	59.2		$764.57	$291.80	
	Welfare & Pension Benefits						
	Ironworkers Fund - 193.2 Hrs. @ $0.10/Hr. + 142 Hrs. @ $0.10/Hr.						$ 33.52
	Hoisting Engineers Fund - 24 Hours @ $0.32 Per Hour						7.68
	Total						$ 41.20
12-20-65	Foreman	18.0	2.0	$5.76	$103.68	$ 11.52	
	Master Mechanic	9.0	1.0	5.78	52.02	5.78	
	Total	27.0	3.0		$155.70	$ 17.30	
	Welfare & Pension Benefits						
	Ironworkers Fund - 30 Hrs. @ $0.10/Hr. + 27 Hrs. @ $0.10/Hr.						$ 5.70
12-21-65	Foreman	18.0	2.0	$5.76	$103.68	$ 11.52	
	Master Mechanic	9.0	1.0	5.78	52.02	5.78	
	Total	27.0	3.0		$155.70	$ 17.30	
	Welfare & Pension Benefits						
	Ironworkers Fund - 30 Hrs. @ $0.10/Hr. + 27 Hrs. @ $0.10/Hr.						$ 5.70
	Grand Total	212.0	65.2		$1,075.97	$326.40	$ 52.60

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Project
V-8562-70

Equipment Credit for Release of Derrick & Tower

Exhibit B-8e

Period					Total Credit
4-20-65 to 4-30-65	Derrick	$ 1,196.33	Tower	$ 598.17	$ 1,794.50
5-01-65 to 5-31-65	"	2,880.00	"	1,440.00	4,320.00
6-01-65 to 6-30-65	"	2,880.00	"	1,440.00	4,320.00
7-01-65 to 7-31-65	"	2,880.00	"	1,440.00	4,320.00
8-01-65 to 8-31-65	"	2,880.00	"	1,440.00	4,320.00
9-01-65 to 9-30-65	"	2,880.00	"	1,440.00	4,320.00
10-01-65 to 10-31-65	"	2,880.00	"	1,440.00	4,320.00
11-01-65 to 11-30-65	"	2,880.00	"	1,440.00	4,320.00
12-01-65 to 12-31-65	"	2,880.00	"	1,440.00	4,320.00
Total Credit		$24,236.33		$12,118.17	$36,354.50

USS CAT. #1510.28

C - Sub-Contracts

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department

Astoria Bridge Division
V-8562-70

Claim for Increased Sublet Contract Expenses

Schedule C-1

Louis Elterich Co. & Del Guzzi, Inc.		
Purchase Order 76-Y-0029-68 Change Order #2 Dated 10/4/65 - All Concrete Work Placing Deck Drains, Treated Timber & Metal Reinforcement	$139,773.00	
Jagger-Sroufe Co.		
Purchase Order 76-Y-0025-68 Change Order #4 Dated 9/6/66 - Electrical Work	$ 1,411.34	
Runnels Industries & Andrew Neshein		
Purchase Order 76-Y-0027-68 Dated 9/12/63 - Painting	$ 19,137.33	
Total Additional Cost	$160,321.67	
Overhead 15%	24,048.25	
Total Claim for Increased Subcontract Expenses		$184,369.92

Additional sub-contract expenses of labor, associated labor cost, insurance, material and taxes due to delay of sub-structures.

P-101-A REV. 8-64

PURCHASE ORDER

AMERICAN BRIDGE

ACCOUNTS PAYABLE-NON-VALIDATED

DIVISION

UNITED STATES (USS) STEEL CORPORATION

PURCHASING DEPARTMENT, 525 WILLIAM PENN PLACE
PITTSBURGH, PA. 15230

Order Date CHANGE 10/4/65

Order No. 2 76-Y-0029-68

LOUIS ELTERICH CO AND DEL GUZZI, INC
P.O. BOX 868
PORT ANGELES, WASHINGTON

OUR ORDER NUMBER MUST BE SHOWN ON INVOICES, SHIPPING NOTICES, BILLS OF LADING, PACKAGES AND CORRESPONDENCE.

DELIVERY (IF DATE CANNOT BE MET, ADVISE AT ONCE)

F.O.B.

TERMS

PLEASE FURNISH US IN ACCORDANCE WITH ALL CONDITIONS SPECIFIED IN THIS PURCHASE ORDER INCLUDING THE REVERSE SIDE HEREOF AND ALL ATTACHMENTS HERETO, THE FOLLOWING:

INVOICE IN UNITS ORDERED AND AS DESCRIBED BELOW

DESCRIPTION	QUANTITY	PRICE
CHANGE ORDER NO. 2		
PAGE 1 OF 2		
REFER TO PURCHASE ORDER 76-Y-0029-68 DATED 11-14-63 AND TO CHANGE ORDER NO. 1 DATED 11-18-63 COVERING SUBCONTRACT CONCRETE, METAL REINFORCEMENT AND OTHER WORK FOR THE CONSTRUCTION OF A BRIDGE OVER HE COLUMBIA RIVER FROM ASTORIA, OREGON TO PT. ELLICE, WASHINGTON, AND AMEND ORDER TO INCLUDE THE FOLLOWING -		
INCREASE THE CONTRACT PRICE INCURRED BY DELAY BEYOND SUBCONTRACTOR'S CONTROL AS LISTED IN SUBCONTRACTORS STATEMENT DATED SEPTEMBER 23, 1965 AND AS AGREED TO IN MEETIN BETWEEN SUBCONTRACTOR AND AMERICAN BRIDGE DIVISION REPRESENTATIVES ON SEPTEMBER 20, 1965 -		
LABOR INCREASE, INCLUDING HEALTH AND WELFARE, DUE TO UNTIMELY STARTING		$71,819.00

SEE REVERSE SIDE FOR TAX INSTRUCTIONS AND OTHER CONDITIONS

SHIPPING INSTRUCTIONS

SHIP TO

AMERICAN BRIDGE DIVISION

SEND INVOICE IN QUADRUPLICATE ON DATE OF SHIPMENT TO PLANT ACCOUNTANT AT "SHIP TO" LOCATION, UNLESS OTHERWISE STATED IN THE TEXT OF THE PURCHASE ORDER.

ADDRESS ALL CORRESPONDENCE IN DUPLICATE TO BUYER

E A COOK/J

WHEN NOT SPECIFIED ABOVE, ROUTE VIA LOWEST COST TRANSPORTATION.

Send SHIPPING NOTICES with material direct to destination attention STOREKEEPER. hipments received without shipping notice will be held until such notice is received and all emurrage will be charged to Seller's account.

DEPT. AND ACCT. OR ACCTS. CHARGED

7997

~~V-8562, V-8565, V-8566, V-8568 YZG AND YZF~~ CC 67088

18 - 18 - 18 - 17

CHANGE

REGN. NO. 2 76-Y-[illegible]

ITEM NO.	MFR'S CODE	STD. UNIT	PURCH. CODE
			1

P-1C.-A8 REV. 12-64

AMERICAN BRIDGE
DIVISION
UNITED STATES (USS) STEEL CORPORATION

PURCHASE ORDER - CONTINUATION SHEET

ACCOUNTS PAYABLE-NON-VALIDATED

DATE 10/4/65 CHANGE ORDER NO. 2 76-Y-0029-68

DESCRIPTION PAGE 2 OF 2 PAGES	QUANTITY	PRICE
FICA TAX, FEDERAL AND STATE UNEMPLOYMENT, MEDICAL AID AND INDUSTRIAL INSURANCE COSTS ON INCREASED LABOR /14.4%/		10,342.00
ALL RISK BRIDGE INSURANCE		1,390.00
PUBLIC LIABILITY /1/2% OF LABOR/		359.00
BUSINESS TAX /.0044 X 139,773/		615.00
MATERIAL USE TAX /.042 X 10,700/ $7,500 CONCRETE AND $3,200 LUMBER		450.00
RE-STEEL PLACING COST /805 TONS AT $8.00 INCREASE/		6,400.00
DIMENSION LUMBER /32,000 X 10%/		3,200.00
CONCRETE /7,540 YARDS X $2.77 INCREASE/		20,900.00
		115,515.00
10% OVERHEAD		11,551.00
		127,066.00
10% PROFIT		12,707.00
TOTAL INCREASE		139,773.00

HNJ
CLH
AWY
JE
WGB
BMS
AMERICAN BRIDGE
SEP 28 1965
JT
AJH
San Francisco Construction Dept.

September 23, 1965

Mr. H. Johnston
American Bridge
105 Oyster Point Boulevard
South San Francisco, California 94084

RE: Subcontract 76-Y-0029-68
Megler-Astoria
Astoria, Oregon

Dear Sir:

Due to delays, beyond sub-contractor's control, an increase in the contract price for the above work is requested.

These added costs reflect those price increases that have occurred subsequent to the original starting date.

The following recap is taken from sub-contractor's original records of the bid against actual and projected price increases to August 1, 1966.

Labor increase, including Health and Welfare due to untimely starting	$ 71,819.00
FICA tax, Federal and State unemployment, Medical Aid and Industrial Insurance costs on increased labor (14.4%)	10,342.00
All Risk bridge insurance	1,390.00
Public Liability (½% of labor	359.00
Business tax (.0044x139,773)	615.00
Material Use Tax (.042x10,700)$7,500 concrete & $3,200 lumber	450.00
Re-steel placing cost (805 ton @ $8.00 increase)	6,440.00
Dimension lumber (32,000x10%)	3,200.00
Concrete (7,540 yd.x2.77 increase)	20,900.00
	$115,515.00

	$115,515.00
10% Overhead	11,551.00
	$127,066.00
10% Profit	12,707.00
TOTAL INCREASE	$139,773.00

Sincerely yours,

F. DelGuzzi
LOUIS ELTERICH CO. & DELGUZZI, INC.

P-101-A REV. 8-64

PURCHASE ORDER

AMERICAN BRIDGE

DIVISION

UNITED STATES (USS) STEEL CORPORATION

PURCHASING DEPARTMENT, 525 WILLIAM PENN PLACE
PITTSBURGH, PA. 15230

✓8562.70

JAGGER-SROUFE CO.
ELECTRICAL CONTRACTORS
939 S.W. TENTH AVENUE
PORTLAND, OREGON 97205

Order Date		Order No.
9-6-66	CHANGE	4 ✓ 76-Y-0025-68

OUR ORDER NUMBER MUST BE SHOWN ON INVOICES, SHIPPING NOTICES, BILLS OF LADING, PACKAGES AND CORRESPONDENCE.

DELIVERY (IF DATE CANNOT BE MET, ADVISE AT ONCE)

F.O.B.

TERMS

PLEASE FURNISH US IN ACCORDANCE WITH ALL CONDITIONS SPECIFIED IN THIS PURCHASE ORDER INCLUDING THE REVERSE SIDE HEREOF AND ALL ATTACHMENTS HERETO, THE FOLLOWING:

INVOICE IN UNITS ORDERED AND AS DESCRIBED BELOW

DESCRIPTION	QUANTITY	PRICE

CHANGE ORDER NO. 4

REFER TO PURCHASE ORDER 76-Y-0025-68 DATED 9/12/65 AND CHANGE ORDER 1, 2 AND 3, COVERING SUBCONTRACT ELECTRICAL WORK ON THE ASTORIA BRIDGE AND AMEND ORDER TO INCLUDE THE FOLLOWING.

INCREASE TO CONTRACT PRICE INCURRED BY 18 MONTHS PIER DELAY BEYOND SUBCONTRACTORS CONTROL AS LISTED IN SUBCONTRACTORS STATEMENT DATED AUGUST 23, 1966.

WAGE RATE INCREASE	908.00	
PAYROLL COSTS /15%/	136.00	
OVERHEAD AND PROFIT /15%/	156.00	
PREMIUM COSTS /INCL. PAYROLL COST AND OVERHEAD/	211.34	$1,411.34/LS INCREASE

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.

HNJ	WGB B		JT
GKH	AMERICAN BRIDGE		AJH
	SEP 8 1966		
JE			
San Francisco Construction Dept.			

SEE REVERSE SIDE FOR TAX INSTRUCTIONS AND OTHER CONDITIONS

SHIPPING INSTRUCTIONS

SHIP TO

AMERICAN BRIDGE DIVISION

H.N. JOHNSTON
105 OYSTER POINT BLVD.
SO. SAN FRANCISCO, CALIFORNIA

SEND INVOICE IN QUADRUPLICATE ON DATE OF SHIPMENT TO PLANT ACCOUNTANT AT "SHIP TO" LOCATION, UNLESS OTHERWISE STATED IN THE TEXT OF THE PURCHASE ORDER.

ADDRESS ALL CORRESPONDENCE IN DUPLICATE TO

BUYER

EA. COOK/I

WHEN NOT SPECIFIED ABOVE, ROUTE VIA LOWEST COST TRANSPORTATION.

Send SHIPPING NOTICES with material direct to destination attention STOREKEEPER. ipments received without shipping notice will be held until such notice is received and all emurrage will be charged to Seller's account.

DEPT. AND ACCT. OR ACCTS. CHARGED

67038 V-8569 Y26 7507 $1,411.34

CHANGE REQN. NO. 4
76-Y-0025-68

ITEM NO.	MFR'S CODE	STD. UNIT	PURCH. CODE
			X

JAGGAR-SROUFE CO. ELECTRICAL CONTRACTORS
INCORPORATED 1918
939 S. W. TENTH AVENUE • 227-0568
PORTLAND, OREGON 97205

August 23, 1966

HNJ | WGB | JT
GLH | AMERICAN BRIDGE | AJH
AUG 25 1966
JE
San Francisco Construction Dept.

American Bridge Division
U.S. Steel Corporation
105 Oyster Point Blvd.
South San Francisco, California

Attn: Mr. H.N. Johnston

Re: Your PO #76-Y-0025-68
Columbia River Bridge

Gentlemen:

Reference is made to our conferences and telephone calls regarding extra costs incurred by Jaggar-Sroufe Company on this project, caused by the eighteen month delay in the completion of the piers. These extra costs are due to increased labor rates due to the Union Contract beyond the originally scheduled completion date.

Following is an itemization of extra costs resulting directly from delay beyond scheduled completion date of project.

Our work was scheduled to start 3/1/64 and be completed and be completed 3/31/65. Except for 200 hours worked in November and December of 1964, the balance of work will be installed starting 10/4/65 to completion in 1966.

A. Basic wage rate increase.

The following rates were in effect during periods shown. These are basic hourly wages including Health & Welfare payments. Refer local Union #517 IBEW, Astoria.

8/1/63	to	7/31/64	4.75
8/1/64	to	12/31/64	4.90
1/1/65	to	7/31/65	4.95
8/1/65	to	7/31/66	5.15

1. Estimated work period.

3/1/64	to	7/31/64	1250 hrs	@	4.75	5,937.50
8/1/64	to	12/31/64	1250 hrs	@	4.90	6,125.00
1/1/65	to	3/31/65	730 hrs	@	4.95	3,613.50
		Estimated basic wage				$15,676.00

2. Actual work period.

11/1/64	to	12/31/64	200 hrs.	@	4.90	980.00
10/4/65	to	Completion	3,030 Hrs.	@	5.15	15,604.50
Estimated Revised wages						$16,584.50
			Increase			$ 908.50

3. Amount requested for Increased Wage Rates.

Basic Increase		908.00
Payroll Costs	@ 15%	136.00
		$1,044.00
Overhead & Profit	15%	156.00
		$1,200.00

a.	Bid Item #5	300.00
b.	Bid Item #16	240.00
c.	Bid Item #21	660.00
		$ 1,200.00

8. In addition to wage increases, section #12 of agreement with Local Union #517 has been revised. This section covers Premium Pay for 'High Time' work on certain structures.

To 7/31/65 -

Work at or above 60 feet to 89 feet =1½ times the normal rate.

Work at 90 feet or above = 2 times the normal rate.

8/1/65 to 8/1/66

Work at or above 48 feet to 69 feet = 1½ times the normal rate.

Work at 70 feet or above = 2 times the normal rate.

The locations and increased premium hours are as follows:

1. Bid Item #16

Pier 164	2.1		
Pier 165	3.2		
Pier 166	1.4		
	6.7 Hrs	@ 7.14	47.84

Locations and increased premium hours (Continued)

2. Bid Item #21

Beacon Light circuit - North	6.3			
Obstruction Lights & circuits	11.4			
Pier 169	3.2			
Pier 170	2.0			
	22.9	Hrs	@ 7.14	163.50

SUMMARY

Amount requested for Increased Wage Rages	$1,200.00
Amount requested for Increased Premium Hours	$ 211.34

Please issue your Purchase Order in the Amount of $1,411.34 at your earliest convenience.

Yours very truly,

JAGGAR-SROUFE COMPANY

By__________
S.I. Jaggar, Jr.

SIJ:bz
cc: Mr. W.J. Grosz

TELEPHONE BEACON 3-5565

Runnels Industries

INDUSTRIAL PAINTING CONTRACTORS

P. O. BOX 1129
RICHMOND, CALIFORNIA

HNJ
WGB
GLH
AMERICAN BRIDGE
DEC - 6 1966
JE
JT
AJH
San Francisco Construction Dept.

American Bridge Division
U.S. Steel Corporation
105 Oyster Point Blvd.
South San Francisco, California

December 2, 1966

Attention: Mr. H.N. Johnston - District Construction Manager

Re: Columbia River Bridge, Astoria, Oregon - Delays resulting in Added Costs

Gentlemen:

Because of the delay in completing the substructure and consequent delays in erection of structural steel, our field painting operations were delayed approximately one year. These delays placed our operation into a new labor contract wherein we were required to pay our employees additional wages and increased subsistance. Also during this period the social security payments were increased and on July 1, 1966, the State of Oregon increased industrial accident premiums.

For the steel on the Washington side, the labor rate increased from $3.885 per hour in 1965 to $4.07 per hour thru June 1, 1966 and $4.29 per hour after June 1, 1966.

For the steel on the Oregon side (high steel), the rate to June 1, 1965 was $4.12 perhour, $4.42 per hour to June 1, 1966 and $4.79 per hour after June 1, 1966.

The field subsistance rate was increased from $7.00 to $8.00 per day after January 1, 1966.

Social security payments were increased from 3.625 % to 4.2 % on January 1, 1966.

Oregon State industrial accident insurance was increased from $8.75 per $100.00 to $13.11 per $100.00 of payroll on July 1, 1966.

The following is a breakdown of the above mentioned added costs:

WASHINGTON SIDE

Rate to June 1, 1965	$3.885/hr	
Rate to June 1, 1966	4.070/hr	
Increase in rate	$ .185/hr x 2710 man hours	$ 501.35
Rate to June 1, 1965	$3.885/hr	
Rate after July 1, 1966	4.290/hr	
Increase in rate	$ .405/hr x 2114.5 man hours	856.37

Re: Columbia River Bridge - Added Costs (Cont.)

OREGON SIDE

For the main span and steel on the Oregon side, we originally contemplated being able to accomplish one half of the work prior to June 1, 1965 and completion of the balance prior to November 1, 1965. The rate of pay increased $0.30 per hour after June 1, 1965 and an additional $0.37 per hour after June 1, 1966, resulting in an average increase to our costs of $0.485 per hour. We expended 20731 hours on this phase of the project.

$0.485/hr x 20731 man hours $10054.54

Based upon our payroll of $117116.61 on the Oregon side of the river, the increase in industrial accident insurance was:

$117116.61 x $4.36/$100. payroll 5106.28

OVERALL

Based upon our 1966 payroll of $143441.64, our increased costs due to the .575 increase in social security is: 824.79

Subsistance payments were made on the basis of 1794 man days and were made to employees brought in from out of town. Employees hire locally were not paid subsistance.

1794 man days x 1.00/day increase 1794.00

TOTAL ADDED COSTS $19137.33

The foregoing represents the actual increased costs as taken from our payroll records. Kindly arrange to compensate us at your earliest convenience for these increases which were due entirely to delays over which we had no control.

Very truly yours
Runnels Industries

Norman P. Ringlee

NPR/rd

USS CAT. #1810.29

D - Interest

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department
Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Summary of Claim for Interest

Schedule D

Fabricated steel was shipped to the Vancouver Storage Yard for painting prior to shipment to Astoria for
to the substructure delays, fabricated steel was painted and stored in the Vancouver Yard from December
at which time the Oregon State Highway Department's Monthly Cost Report & Bridge Contractor's Estimate N
included payment for the fabricated steel stored at Vancouver Yard as specified in the Partial Payment S
Terms of Payment.

INTEREST CHARGES ON FABRICATED STEEL - PERIOD 2/10/64 to 3/10/65

							Dollars No Paid for F ricated St
Contract Number			V-8562	V-8563	V-8564	V-8565 & X1	
Bid Item Number			3	8	13	19	
Fabricated Steel Price Per Ton			$ 347.49	$337.23	$ 354.15	$ 379.80	
2/10/64	(A)		1,125.00	-	560.00	434.00	
"	(B)	Report #1	-	-	341.00	-	
			1,125.00	-	219.00	434.00	$ 633,31
3/10/64	(A)		1,285.00	-	767.00	585.00	
	(B)	Report #2	-	-	358.00	289.00	
			1,285.00	-	409.00	296.00	703,79
4/10/64	(A)		1,478.00	-	767.00	610.00	
	(B)	Report #3	-	-	485.00	610.00	
			1,478.00	-	282.00	-	613,46
5/10/64	(A)		1,830.00	-	779.00	833.00	
	(B)	Report #3	-	-	485.00	610.00	
			1,830.00	-	294.00	223.00	824,72
6/10/64	(A)		2,243.00	-	1,040.00	2,311.00	
	(B)	Report #3	-	-	485.00	610.00	
			2,243.00	-	555.00	1,701.00	1,622,0
7/10/64	(A)		2,371.00	173.00	1,197.00	3,042.00	
	(B)	Report #4	-	-	485.00	1,308.00	
			2,371.00	173.00	712.00	1,734.00	1,792,96
8/10/64	(A)		2,645.00	173.00	1,351.00	4,085.00	
	(B)	Report #5	-	-	485.00	1,838.00	
			2,645.00	173.00	866.00	2,247.00	2,137,55
9/10/64	(A)		2,704.00	332.00	1,662.00	4,564.00	
	(B)	Report #6	-	-	485.00	2,271.00	
			2,704.00	332.00	1,177.00	2,293.00	2,339,28
10/10/64	(A)		2,704.00	494.00	1,869.00	4,656.00	
	(B)	Report #7	-	-	485.00	3,187.00	
			2,704.00	494.00	1,384.00	1,469.00	2,154,27

UNITED STATES STEEL CORPORATION
AMERICAN BRIDGE DIVISION
Construction Department
Astoria Bridge Project - Astoria, Oregon
Contract V-8562-70

Summary of Claim for Interest

Schedule D

ped to the Vancouver Storage Yard for painting prior to shipment to Astoria for erecting. Due
s, fabricated steel was painted and stored in the Vancouver Yard from December 1963 to March 1965,
State Highway Department's Monthly Cost Report & Bridge Contractor's Estimate No. 11 first
,fabricated steel stored at Vancouver Yard as specified in the Partial Payment Section of the

INTEREST CHARGES ON FABRICATED STEEL - PERIOD 2/10/64 to 3/10/65

	V-8562 3	V-8563 8	V-8564 13	V-8565 & X1 19	Dollars Not Paid for Fabricated Steel	Interest Due
er Ton	$ 347.49	$337.23	$ 354.15	$ 379.80		
	1,125.00	-	560.00	434.00		
	-	-	341.00	-		
	1,125.00	-	219.00	434.00	$ 633,318.30	
	1,285.00	-	767.00	585.00		
2	-	-	358.00	289.00		
	1,285.00	-	409.00	296.00	703,792.80	
	1,478.00	-	767.00	610.00		
	-	-	485.00	610.00		
	1,478.00	-	282.00	-	613,460.52	$ 3,123.21
	1,830.00	-	779.00	833.00		
3	-	-	485.00	610.00		
	1,830.00	-	294.00	223.00	824,722.20	3,586.45
	2,243.00	-	1,040.00	2,311.00		
3	-	-	485.00	610.00		
	2,243.00	-	555.00	1,701.00	1,622,013.12	3,025.26
	2,371.00	173.00	1,197.00	3,042.00		
4	-	-	485.00	1,308.00		
	2,371.00	173.00	712.00	1,734.00	1,792,967.58	4,202.70
	2,645.00	173.00	1,351.00	4,085.00		
5	-	-	485.00	1,838.00		
	2,645.00	173.00	866.00	2,247.00	2,137,556.34	8,265.59
	2,704.00	332.00	1,662.00	4,564.00		
6	-	-	485.00	2,271.00		
	2,704.00	332.00	1,177.00	2,293.00	2,339,289.27	8,842.02
	2,704.00	494.00	1,869.00	4,656.00		
7	-	-	485.00	3,187.00		
	2,704.00	494.00	1,384.00	1,469.00	2,154,274.38	10,892.75

Contract Number Item Number			V-8562 3	V-8563 8	V-8564 13	V-8565 & X1 19	Dollars N Paid for ricated S
11/10/64	(A)		$2,704.00	$499.00	$1,888.00	$5,501.00	
	(B)	Report #8	-	162.00	485.00	3,627.00	
			2,704.00	337.00	1,403.00	1,874.00	$2,261,87
12/10/64	(A)		2,704.00	579.00	1,888.00	5,827.00	
	(B)	Report #9	-	330.00	358.00	3,651.00	
			2,704.00	249.00	1,530.00	2,176.00	2,391,87
1/10/65	(A)		2,704.00	579.00	1,888.00	5,827.00	
	(B)	Report #10	-	330.00	485.00	3,675.00	
			2,704.00	249.00	1,403.00	2,152.00	2,337,78
2/10/65	(A)		2,704.00	579.00	1,888.00	5,827.00	
	(B)	Report #10	-	330.00	485.00	3,675.00	
			2,704.00	249.00	1,403.00	2,152.00	2,337,78
3/10/65							

TOTAL CLAIM FOR INTEREST
Due to Non-payment of Fabricated Steel until Oregon State Highway Department's
Monthly Cost Report & Bridge Contractor's Estimate #11 dated 3/10/65.

(A) Accumulative tons of fabricated steel received at Vancouver Yard.
(B) Accumulative tons of fabricated steel shown on Oregon State Highway Department's Monthly Cost Report & Bridge Contractor's Estimate.

CLAIM FOR INTEREST ON RETAINER

Completion Date Stage 1	4/30/65	$201,037.59	Retained until	Report	#32	dated	12/21/66
" " " 2	11/30/65	$305,055.51	" "	"	#33	"	12/30/66

TOTAL CLAIM FOR INTEREST ON RETAINER

TOTAL CLAIM FOR INTEREST

Additional expenses for interest on fabricated steel in Vancouver storage yard from February 10, 1965 at which time Oregon State Highway Department's monthly Cost Report and Bridge Contractor's included same. Also, interest on retainer after April 30, 1965, because completion date as spec 6268, could not be met due to delay of sub-structures.

V-8562 3	V-8563 8	V-8564 13	V-8565 & X1 19	Dollars N[illegible] Paid for [illegible]ricated Steel	Interest D
$2,704.00	$499.00	$1,888.00	$5,501.00		
-	162.00	485.00	3,627.00		
2,704.00	337.00	1,403.00	1,874.00	$2,261,877.12	$ 11,536.23
2,704.00	579.00	1,888.00	5,827.00		
-	330.00	358.00	3,651.00		
2,704.00	249.00	1,530.00	2,176.00	2,391,877.53	10,977.94
2,704.00	579.00	1,888.00	5,827.00		
-	330.00	485.00	3,675.00		
2,704.00	249.00	1,403.00	2,152.00	2,337,785.28	11,526.27
2,704.00	579.00	1,888.00	5,827.00		
-	330.00	485.00	3,675.00		
2,704.00	249.00	1,403.00	2,152.00	2,337,785.28	11,009.18
					11,913.08
					$ 98,900.68

ed Steel until Oregon State Highway Department's
ontractor's Estimate #11 dated 3/10/65.

icated steel received at Vancouver Yard.
cated steel shown on Oregon State
nly Cost Report & Bridge Contractor's Estimate.

/30/65	$201,037.59	Retained until Report #32 dated 12/21/66	$ 19,828.20
/30/65	$305,055.51	" " " #33 " 12/30/66	19,807.67
			$ 39,635.87

RETAINER

$138,536.55

interest on fabricated steel in Vancouver storage yard from February 10, 1964 to March 10,
on State Highway Department's monthly Cost Report and Bridge Contractor's Estimate #11
nterest on retainer after April 30, 1965, because completion date as specified by Contract
due to delay of sub-structures.

Reference Notes

(1)

DeLong

5

San Francisco, California 94106

September 9, 1963

MEMORANDUM

V-8562-70 - Columbia River Bridge
Astoria, Oregon

On Friday September 6, 1963 the writer, Mr. A. A. Porter, Mr. W. J. Grosz and Mr. J. C. McMurray visited the jobsite, and after looking over the area met with Mr. Bob Ellison, Resident Engineer for the State of Oregon on the project. The following are the principal points of discussion and results of information obtained.

1. Mr. Ellison advised that in driving the long steel pilings for pier 169, which were driven to approximate elevation minus 220 feet, that during the process of driving if driving was stopped for several hours, the piles set up very tight in the soil and were extremely hard to break loose when driving continued.

2. In reply to our inquiry as to when various piers would be complete ready for steel erection, Mr. Ellison advised that they had requested this information from DeLong Corp. and that a reply was promised within one week, which would be by about Friday September 13.

3. As to the present status of the piers, it is noted that pier 171 and 172 are complete and ready for the 303-foot deck span.

It is also noted that pier 170 is just out of the water with the four shafts with the complete box girder and caps yet to be done, along with the fender on this pier before steel erection can start.

On pier 169 all pilings are driven for the east shafts and about 70 per cent of the pilings for the west shafts.

On the far side of the river nothing has been started at all on pier 5, but they are scheduled to start the middle of October. The only thing done on the far side is that the pre-stressed concrete piles are driven in pier 7.

On piers 160 through 167 all piling is in place. This is concrete and wood piling.

Also, on piers 160 through 164 the tremie concrete is in place.

4. It must be concluded, therefore, that nothing more along the line of job planning pertaining to starting dates and so forth can be done until we get information as to when piers will be complete.

5

September 9, 1963

MEMORANDUM - V-8562-70 - Columbia River Bridge, Astoria, Oregon
Page 2 of 2

5. We brought up the situation regarding the fender on pier 170, and pointed out to Mr. Ellison we were not making any request at all that the fender be omitted and in fact were dropping the subject completely and leaving the whole matter as to whether the fender would be in place or not in place before erection up to the State of Oregon.

District Construction Manager

CCP/rh

cc to WJG - 9-13-63

(2)

Daily Astorian, 10-4-63

Dredge Aids Bridge Job, Dumps Sand

The US Corps of Engineers dredge Biddle has been helping the Astoria bridge construction project the past couple of days.

The Biddle, which has been deepening the channel off the east Astoria waterfront, has been requested by Highway Department engineers to dump its dredged material around the cofferdam at Pier 169 of the Astoria bridge.

This cofferdam, just east of the main ship channel, has been impaired by erosion of the river bottom around it.

The contractor, DeLong Corporation, has for several days been putting down big fascines, or bundles of alder brush weighted by sand bags, to catch and hold silt.

However, since the Columbia is at a low stage and bringing little silt, help of the Biddle was requested to provide more material to fill up the eroded area.

Highway engineers said they could not yet tell how long it will take to replace the eroded material.

County Court.

Oregonian 10-6-63

Dredge Helps Bridge Firm

ASTORIA (Special) — The U. S. Corps of Engineers hopper dredge Biddle helped DeLong Corp., Astoria bridge contractors, last week.

The Biddle, which has been at work on the ship channel off the east Astoria waterfront, has been dumping its loads of dredged silt just above the site of Pier 169 of the bridge, where erosion washed silt from around a cofferdam built by the contractors.

The erosion has jeopardized the cofferdam to a point where it was unsafe to continue pumping water out of it so the concrete base of the pier could be poured.

The contractors have been putting bundles of small alder trees, weighted with sand bags, around the cofferdam all week to trap silt. Highway Department engineers said that the flow of the Columbia is light at this season and it has not been redepositing silt rapidly enough, so the help of the Biddle was sought.

Engineers said they could not predict how long it would take to refill the eroded area with silt.

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

G-2
COPY OF LETTER
(4)

Delay

Ret →

CLP
CLH
JE
FILE
AMERICAN BRIDGE
OCT 2[illegible] 1963
AJH
RCH
MWY
San Francisco Construction Dept.

[illegible], 1963

Mr. E. W. Ellison
Project Bridge Engineer
Oregon State Highway Department
P. O. Box [illegible]
Astoria, Oregon

Subject: V-[illegible]-70 - Columbia River Bridge
Astoria, Oregon - Pt. Ellice, Washington

Dear Mr. Ellison:

At this time we wish to go on record as bringing to your attention that the contract specifications called for completion of Pier 170 by October 31, 1963. By actual observation it has been obvious that this date would probably not be met and accordingly, we were able to slow up shipment of structural steel for the tower at Pier 170. To date we have been given nothing official from Salem or your office as to when we could plan the start of our work at this pier.

We anticipate that the tower steel on the revised shipping schedule will start December 2, 1963 from [illegible], Indiana and complete shipment will be made on December 20, 1963. Accordingly we shall receive the tower steel at Vancouver, Washington, sand blast, paint it and thereafter barge it to Astoria for erection.

We expect to receive steel for the first of seven (7) thru truss spans on the Washington side during the month of November in accordance with our original schedule presented to you. We had anticipated that we would float into place the first span between Piers 5 and 6 about December 15, 1963. From observation at the job site it is obvious that these piers will not be ready or completed at that time nor have we received any official notice from the State of Oregon as to when we can anticipate starting this phase of the work.

In view of the above, we ask that you give consideration for an extension of time due to pier incompletions in an amount equivalent to time lost in starting a continuous sequence of erection. We do recognize that this is unknown at the present moment, but a time extension undoubtedly will be required from our original completion requirements.

In order to at least start the job moving, we have been able to move up shipment of the deck truss span between Piers 171 and 172. We hope to be able, with this revamped scheduling, to start erection of this deck truss the latter part of December or the first week in January, 1964. During December we intend to have our crews driving falsework for this deck truss span and undoubtedly we will proceed with driving the piling for the falsework south of Pier 170.

Yours very truly,

W. J. GROSZ

District Contracting Manager

WJG/cs

cc: W. B. Hunter
A. A. Porter
C. P. Willard
C. C. Petersen

E-220 (REV. 6-60)

AMERICAN BRIDGE
CONSTRUCTION DEPARTMENT
DIVISION

DAILY TIME REPORT

REPORT NO. 1 SHEET 1 OF 1

SUPT. ACCT. NO. 6-116 ORDER NO. V8562-70

LOCATION Vancouver, Washington

DAY Wednesday DATE Nov. 13, 1963

WEATHER Rainy

TEMP. (8:00 AM) 48 (NOON) 56

RIVER STAGE Normal

DELAYS AND REASONS

CCF
C/H
JE
FILE
WGB BMS
AMERICAN BRIDGE
NOV 15 1963
R
MW
San Francisco Construction Dept.

ORDER NO.	SUB ACCT.	ASST. SUPT.	FOREMEN	OPER. ENGRS.	OILERS & FIREMEN	IRON-WORKERS	APPR. IW	OTHER CRAFTS											TOTAL HOURS	EQUIP-MENT USED	DESCRIBE WORK PERFORMED, TONS ERECTED-DISMANTLED, NUMBER OF PIECES, ETC., AND STATE DIVISION OR SPAN IN WHICH WORK IS PERFORMED
V8562-70	FE			16		13													29		Checking, sorting and storing equipment.
	P1																				
																					(5)
HOURS WORKED				16		13													29	29	⇦ GRAND TOTAL = HOURS WORKED + HOURS ALLOWED
HOURS ALLOWED																					
NO. OF MEN				1		2													3		

NO. RIVET GANGS ______ NO. MEN BOLTING ______ NO. MEN WELDING ______

NO. RIVETS DRIVEN ______ NO. BOLTS PLACED ______ LBS. WELD PLACED ______

TONS ERECTED ______

NO. PCS. ERECTED ______

TONS DISMANTLED ______

TOTAL HOURS O.T. PREMIUM ______

TOTAL HOURS SHT ______

TOTAL HOURS COT ______

REASON FOR OVERTIME None

J. C. M

(SUPERINTENDENT SIGNATURE)

Tuesday 12 November 1963

316th day – 49 days to come

Safety Survey Vancouver
Devall
Bernie & Marty

Wednesday 13 November 1963

317th day – 48 days to come

Painter Starts
blasting and painting

Unload equip.

COPY OF LETTER
(8)

STATE OF OREGON
State Highway Department
Salem 10

November 15, 1963

American Bridge Division
U. S. Steel Corporation
309 S. W. Sixth Avenue
Portland 4, Oregon

Attention: Mr. W. J. Grosz
District Contracting Manager

Gentlemen:

Columbia River Bridge at Astoria
Contract No. 6268
Bridge No. 7949

Your letter of October 28 brings up the general situation of pier construction and timing for steel erection on the Astoria Bridge.

I have deliberately delayed answering this letter until I could be more definite as to the progress of pier construction. At the present time it would seem that Pier No. 170 would be completed by November 30 except for fender construction and that all work on the concrete box girder spans would be completed by December 20.

I believe you will be able to follow your revised construction schedule, for the erection of the deck truss between Piers 171 and 172, which is to begin falsework the latter part of December or the first part of January. It would seem that falsework for the main span erection southerly from Pier 170 could also be begun in December.

Before any work is done in the vicinity of Pier 170, I would appreciate approximately two weeks notice from you so that the substructure contractor can be informed that we are taking over this area for steel erection. You must understand that the above dates are approximate and are contingent upon the contractor continuing on his present work schedule.

At this time it would seem that the middle of February 1964 would be the earliest time for completion of Piers 5 and 6 on the North shore with Piers 7 to 12, inclusive, scheduled for completion at about two-week intervals thereafter.

Because of the uncertainties in length of delay to you by the substructure contractor it is not possible to give you an extension of time at this time. Upon the completion of your contract, consideration will be given to an extension of time, equal to the number of days you have been actually delayed in starting your work.

Very ~~xxyaux~~ truly yours,

/s/ Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. P. M. Stephenson
Mr. R. W. Ellison
Mr. Ray Asburry

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

No [illegible] [illegible] [illegible]
[illegible] [illegible] Ext. of time.
Art. 1.86

e-2
COPY OF LETTER
(10)

CCP | WGP | BMS
GLH | AMERICAN BRIDGE | ROH
JE | DEC 9 1962 | MWS
FILE
San Francisco Construction D...

December 6, 1963

Mr. R. W. Ellison
Project Bridge Engineer
Oregon State Highway Department
P.O. Box 686
Astoria, Oregon

Subject: V-8562-70
Columbia River Bridge
Astoria, Oregon-Pt. Ellice, Wa.

Dear Mr. Ellison:

We have Mr. Merchant's letter of November 15th acknowledging our letter of October 28th covering pier completions for the above bridge work. We are assembling erection equipment, performing sand blasting and painting of steel at the Vancouver Shipyard prior to starting steel assembly of thru trusses, tower and deck truss. We anticipate driving falsework south of Pier 170 starting week of December 23, 1963.

At this time we wish to bring to your attention that our contract called for piers 5 to 12 inclusive to be completed by November 30, 1963. On this basis we had planned to land the first thru truss span on the Washington side in early December of this year, but due to delay of pier work this will not be possible. By Mr. Merchant's letter, we are now aware that it will be at least 2½ months beyond November 30th before we can entertain landing the first span between piers 5 and 6, with a hoped for completion schedule of piers for subsequent spans on the basis of 2 week intervals.

Our erection on the Washington side this year was based on being able to start in December 1963 and continue erecting all truss spans and then proceeding with erection of the girder spans with the deck contractor following immediately behind us. Naturally the final painting will have to follow the deck and could have been performed in the summer of 1964 prior to this delay.

Actually, it is not only the 2½ to 3 months delay of steel erection, but the end result of delay in placing the deck as well as painting in a very limited work time. There is definitely the possibility that both the deck and especially the painting will be thrown into the fall and winter adverse weather.

In accordance with the above, we ask that we be granted an additional work time period of days which we are unable to start erection on the Washington side after November 30, 1963.

Yours very truly,

W. J. GROSZ
District Contracting Manager

WJG/cs
cc: W. B. Hunter
A. A. Porter
G. P. Willard
C. C. Petersen ✓

E-220 (REV. 6-60)

AMERICAN BRIDGE
CONSTRUCTION DEPARTMENT
DIVISION

DAILY TIME REPORT

REPORT NO. 2 SHEET 1 OF 1

GCP WCB BMS AJH
GLH | AMERICAN BRIDGE | RCH
JE | DEC 12 1963 | MWY
FILE
San Francisco Construction Dept.

SUPT. ACCT. NO. 6-116 ORDER NO. V8562-70
LOCATION ASTORIA, OREGON
DAY TUESDAY DATE DECEMBER 10, 19

WEATHER FAIR
TEMP. (8:00 AM) 40 (NOON) 52
RIVER STAGE
DELAYS AND REASONS

ORDER NO.	SUB ACCT.	HOURS																	TOTAL HOURS	EQUIPMENT USED	DESCRIBE WORK PERFORMED, TONS ERECTED-DISMANTLED, NUMBER OF PIECES, ETC., AND STATE DIVISION OR SPAN IN WHICH WORK IS PERFORMED
		ASST. SUPT.	FOREMEN	OPER. ENGRS.	OILERS & FIREMEN	IRON-WORKERS	APPR. IW	OTHER CRAFTS													
V8562-70	R		8	8		32	8												56		LANGSTON: UNLOADING EQUIPMENT AT ASTORIA SITE
																					(11)
HOURS WORKED			8	8		32	8												56	56	⇦ GRAND TOTAL = HOURS WORKED + HOURS ALLOWED
HOURS ALLOWED																					
NO. OF MEN			1	1		4	1												7		

NO. RIVET GANGS
NO. RIVETS DRIVEN
NO. MEN BOLTING
NO. BOLTS PLACED
NO. MEN WELDING
LBS. WELD PLACED
TONS ERECTED
NO. PCS. ERECTED
TONS DISMANTLED
TOTAL HOURS O.T. PREMIUM
TOTAL HOURS SHT
TOTAL HOURS COT

REASON FOR OVERTIME NONE

(SUPERINTENDENT SIGNATURE)

Tuesday 10 December 1963

344th day – 21 days to come

Astoria –
Unload crawler crane
and some FW from
RR cars.
Start fixing of office
building

Wednesday 11 December 1963

345th day – 20 days to come

Astoria – Unload FW
& fix office

Vancouver – Derrick
Boat detail
Load out FW material
for Astoria

Les & Mc visit job
at Vancouver

AE.
Astoria phone FA-5-5599

E-220 (REV. 6-60)

AMERICAN BRIDGE
CONSTRUCTION DEPARTMENT
DIVISION

DAILY TIME REPORT

DEC 26 1963

REPORT NO. 6 SHEET 1 OF 1

SUPT. ACCT. NO. 6-116 ORDER NO. V8562-70

LOCATION Astoria, Oregon

DAY Monday DATE December 16, 1963

WEATHER Rainy

TEMP. (8:00 AM) 30 (NOON) 43

RIVER STAGE

DELAYS AND REASONS

ORDER NO.	SUB ACCT.	ASST. SUPT.	FOREMEN	OPER. ENGRS.	OILERS & FIREMEN	IRON-WORKERS	APPR. IW	CPR	LBR	TOTAL HOURS	EQUIPMENT USED	DESCRIBE WORK PERFORMED, TONS ERECTED-DISMANTLED, NUMBER OF PIECES, ETC., AND STATE DIVISION OR SPAN IN WHICH WORK IS PERFORMED
V8562-70	FE							16	8	24		Building and laying out warehouse space.
V8564	FWF		8	16	8	32	8			72	CC 3599 Comp. 581	Langston: Driving piling for FW bent on the south side of bridge.
												(13)
HOURS WORKED			8	16	8	32	8	16	8	96		⇦ GRAND TOTAL = HOURS WORKED + HOURS ALLOWED
HOURS ALLOWED											96	
NO. OF MEN			1	2	1	4	1	2	1	12		

NO. RIVET GANGS

NO. RIVETS DRIVEN

NO. MEN BOLTING

NO. BOLTS PLACED

NO. MEN WELDING

LBS. WELD PLACED

TONS ERECTED

NO. PCS. ERECTED

TONS DISMANTLED

TOTAL HOURS O.T. PREMIUM

TOTAL HOURS SHT

TOTAL HOURS COT

REASON FOR OVERTIME None

(SUPERINTENDENT SIGNATURE)

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

G-2
COPY OF LETTER

CCP | WCR | BMS | AJL
GLH | RCH
JE | MVA
FILE
AMERICAN BRIDGE
JAN 9 1964
San Francisco Construction Dept.

(14)

STATE OF OREGON
State Highway Department
Salem 10

January 7, 1964

American Bridge Division
U. S. Steel Corporation
713 U. S. National Bank Building
309 S. W. Sixth Avenue
Portland 4, Oregon

Attention: Mr. Walter Grosz
Contracting Manager

Gentlemen:

Columbia River Bridge at Astoria
Steel Erection
Bridge No. 7949

Previous conversation with you have indicated your desire to start construction of Spans 169 and 170 falsework immediately south of Pier 170 in January.

This is to advise you that you will be permitted to take possession of Pier 170 and the adjacent area necessary for your operations on January 20, 1964 for the beginning of steel erection.

The DeLong Corporation, contractors on the substructure contract, are being advised of the above-mentioned date so that their work may be coordinated and completed in the area prior to January 20.

Very truly yours,

/s/ Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm
cc: R. W. Ellison
Ray Asburry
P. M. Stephenson

MONDAY ⑳ JANUARY
1964
20th day - 346 days to come

Take pictures of rock pile near pier #
170 before we start excavation
for FW cage. (4 photos)
Mr. Hansen removes dirt for FW
Bent at pier # 170 8 hrs.
Completes most of excavation for
East cage.
Grider - Complete assembly of
upper FW bent for Span
171

Start using Don Anderson
safety boat.

DeLong still cleaning up on
pier # 170

DeLong drilling rock at pier #5
on Washington side

T

Stonewall Jackson, Born

Take pictur
of river
Mr. Hanse
for West

Grider u
Va
on

Langston -

De Long

6-2
COPY OF LETTER
(16)

STATE OF OREGON
State Highway Department
Salem 10

January 27, 1964

American Bridge Division
U. S. Steel Corporation
713 U. S. National Bank Building
309 S. W. 6th Avenue
Portland 4, Oregon

Attention: Mr. Walter J. Grosz
Contracting Manager

Gentlemen:

Columbia River Bridge at Astoria
Steel Erection
Contract No. 6268
Bridge No. 7949

By letter of January 7 I informed you that the American Bridge Division could have physical possession of Pier 170 on January 20 for the beginning of steel erection.

I now regret to inform you that circumstances dictate that certain work be done on Pier 170 by State crews which may delay the beginning of structural steel erection. Work by the State crews on Pier 170 will begin immediately and be finished as expeditiously as possible.

As soon as the results of this work is known you will be advised definitely as to a starting date for steel erection on Pier 170.

Very truly yours,

/s/ Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm
cc: Mr. P. M. Stephenson
Mr. R. W. Ellison
Mr. Ray Asburry

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

6-2
COPY OF LETTER
(17)

February 20, 1964

Mr. Ivan D. Merchant
Bridge Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Subject: V-8562-70 Columbia River Bridge at Astoria
Steel Erection
Contract No. 6268
Bridge No. 7949

Dear Mr. Merchant:

I wish to acknowledge receipt of your letter of February 18, 1964 formally advising us that we could proceed with our work of steel erection on Pier 170 on February 17th. We wish to recall that we were allowed at one time to start work at Pier 170 on January 20, 1964. On January 27, 1964 we were directed to delay erection on and around Pier 170 in order that you could carry out exploratory work at this pier.

Actually if we are allowed to proceed at Pier 170 from here on out, our starting date for this phase of the work would be February 17, 1964 plus one week of January 20, 1964 to January 24, 1964, although inclement weather and natural delays in any start up prevented us from accomplishing a great deal for the week.

Yours very truly,

W. J. GROSZ

District Contracting Manager

WJG/cs

cc: W. B. Hunter
A. A. Porter
C. C. Petersen ✓

E-220 (REV. 6-[illegible])

AMERICAN BRIDGE
CONSTRUCTION DEPARTMENT
DIVISION

DAILY TIME REPORT

REPORT NO. 64 SHEET 1 OF 1

FILE
FEB 12 1964
AJI.
RCH
San Francisco Construction Dept.

SUPT. ACCT. NO. 6-061 ORDER NO. V8562-70
LOCATION VANCOUVER, WASH.
DAY MONDAY DATE FEB. 10, 1964

WEATHER RAINY
TEMP. (8:00 AM) 38 (NOON) 48
RIVER STAGE
DELAYS AND REASONS NONE

ORDER NO.	SUB ACCT.	ASST. SUPT.	FOREMEN	OPER. ENGRS.	OILERS & FIREMEN	IRON-WORKERS	APPR. IW	SYR	SBA	TOTAL HOURS	EQUIPMENT USED	DESCRIBE WORK PERFORMED, TONS ERECTED-DISMANTLED, NUMBER OF PIECES, ETC., AND STATE DIVISION OR SPAN IN WHICH WORK IS PERFORMED
V8565	FW		2	4	4	16				26	1-300 A 1-300A-R	CHADWICK: REINFORCING GRILLAGES.
V8562-70	DKB		6	8	4	32				50	2-300A-R 1-400A-R	" " BARGE BULKHEADS.
	PL		8	8	8	14	4			42	25T TC-R 45T TC	ROBERTSON: RIGGING 45T TC. LOADING OUT TRUCK FOR ASTORIA. DISMANTLE RTL. RIG TO TRAVEL.
V8562	FU		2			8	8			18	600CFM	NORVELL: FITTING UP FOR RIVETING.
	SWG		8	12	8	38				66	50T WC-R	EASTERLY: ERECTING STEEL ON BARGE, SPAN S.
	RIV		4	4		32	8			48	600CFM	NORVELL, 1 GANG: DRIVING UP BOTT. CHORD, SPAN S (233)
	ENG							16		16		ASSISTING FIELD ENGINEER
	FE								8	8		SAFETY BOATMAN.
	FLO		2			4	4			10	600CFM	NORVELL: BOLTING UP JACK ENCLOSURES ON BARGE
	YS			4						4	ROSS #3	YARDING STEEL FROM PAINTYARD.
HOURS WORKED			32	40	24	144	24	16	8	288	288	⇦ GRAND TOTAL = HOURS WORKED + HOURS ALLOWED
HOURS ALLOWED												
NO. OF MEN			4	5	3	18	3	2	1	36		

(18)

NO. RIVET GANGS 1
NO. RIVETS DRIVEN 233
NO. MEN BOLTING
NO. BOLTS PLACED
NO. MEN WELDING
LBS. WELD PLACED
TONS ERECTED
NO. PCS. ERECTED
TONS DISMANTLED
TOTAL HOURS O.T. PREMIUM
TOTAL HOURS SHT
TOTAL HOURS COT

REASON FOR OVERTIME NONE

R J Shubert
(SUPERINTENDENT SIGNATURE)

File

(19)

2 E 30

AMERICAN BRIDGE

DIVISION

UNITED STATES STEEL CORPORATION

CONSTRUCTION DEPARTMENT

ORDER No. [illegible]

[illegible], 19[illegible]

THE OREGONIAN, FRIDAY, FEBRUARY 28, 1964

Contractors At Impasse

Bridge Builders Stymied By Suit

ASTORIA (Special)—American Bridge Division of U.S. Steel Corp. may run out of work on its $10.1 million Astoria bridge contract in 10 days, officials said Thursday.

The company's contract is to build steel spans on 32 piers put down by DeLong Corp. DeLong has completed only five piers, however, and has slowed its work substantially pending settlement of a suit it has brought against the Oregon Highway Department.

The steel contractor has built one span between two piers on the Oregon shore, and will complete riveting work on this span within 10 days.

The contractor can build one more span extending northward to Pier 170 on the south side of the main ship channel.

However, U.S. Steel officials doubted the wisdom of building this span if litigation is going to tie up further pier construction for months.

"We wouldn't want to leave this high span sticking out over the river for several months," said one official.

DeLong officials said they are still waiting for the Oregon Highway Department to give them directions how to proceed at several places where, the company said, conditions are not as specified by the Highway Department.

DeLong halted work Tuesday at pier 5, just off the Washington shore, where the company says underwater rock at the pier site was far softer and more breakable than specified.

B
CAH BCS RCH
JE AMERICAN BRIDGE
MAR 4 1964
FILE
San Francisco Construction Dept.

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

8-2
COPY OF LETTER
(20)

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
C. G. Prahl, Director
Highways-Licenses Building
Olympia 98501

March 11, 1964

Mr. Ivan D. Merchant
Bridge Engineer
Oregon Department of Highways
Salem, Oregon

Columbia River Bridge
at Astoria

Dear Sir:

At your request we have studied the effects of discontinuing steel erection from the south (Pier 171) at L35 (See American Bridge Co's drawings) for a period of six months to one year. The results indicate that the tower and steel superstructure can withstand a 93 mph (at 56 ft. above water line) wind without exceeding .78 Y.P. strength of the steel; the lateral systems being critical. In making this determination, we assumed:

1. Extent of erection to be as shown on Sheet EP-3 for Stage IV-S, except that all laterals, sway frames, portals and floor systems are riveted (or bolted where specified) in place. to L 33-U32

2. No travelers will be on span.

3. Steel falsework bent at L46 will not be in place (American Bridge Company has so informed us).

4a. 100#/ sq.ft. (93 mph) on anchor span with 33#/sq. ft. from Pier 170 to L33.

4b. 100#/sq. ft. from Pier 170 to L33 with 33#/sq. ft. from L56 to Pier 170.

4c. 100#/sq. ft. on structure from L56 to L33.

Data from the Weather Bureau in Seattle indicates that a 93 mph wind would have a mean recurrence interval of approximately twenty-five years. Probability curves obtained from the Bureau of Public Roads show that the statistical chances of a twenty-five year wind velocity being equaled or exceeded in a period of one year or less is very small (10% or less). Although these figures do not preclude the possibility of a much greater storm occurring during this period, we believe they do indicate a good calculated risk.

Attached is a copy of a specification for an epoxy resin mortar which has been successfully used on the Hood Canal Bridge and is recommended by Mr. Carl Minor of our Materials Laboratory for use in leveling the base plates for the tower legs at Astoria. We suggest that the applicable portions of this specification be considered for this application.

Yours very truly,

C. G. PRAHL
Director of Highways

by /s/ George Stevens
Bridge Engineer

CGP:d
~~NRZ~~ WTR
Attachment - Epoxy Grout Specification
cc: Mr. Prahl
Mr. Robertson

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

G-2
COPY OF LETTER
(21)

Rt to → G

LH
JE
FILE
AMERICAN BRIDGE
APR 6 1964
RCH
MV/Y
San Francisco Construction Dept.

April 3, 1964

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Subject: V-8562-70 Columbia River Bridge
Astoria, Oregon

Dear Mr. Merchant:

After our rather lengthy discussion of April 1st, I feel that I should outline as far as possible our procedure and planned operation for work from Pier 171 to an agreed cut-off point of the main span north of Pier 170. Due to contingencies unknown at the time this contract was awarded, work here as well as other points has been considerably delayed.

In order to somewhat ease the situation, we have slowed up as much as possible our original shipment of steel from the East. Insofar as our contract No. V-8565 covering the "Continuous Truss Span", we shall start shipping Division 1 in mid-April and complete it April 24th. We plan to ship thereafter a subsequent division every 3 weeks with complete shipment up to and including Division 6 by July 31st. This should enable us to proceed with our erection of steel on both sides of Pier 170.

My record shows Sept 21 SS.

We have again set back the remaining half of the span with shipment of Division 7 beginning on October 2nd and complete shipment of the last Division 12 on January 8, 1965. By arranging the schedule in this manner, an additional time has been gained for completion of Piers 168 and 169. This will amount to 6 months from today for our shipping start on Division 7 and would probably bring it close to 7 months before we would erect any steel at this point.

Until something can be finalized insofar as pier construction is concerned, erection of both the welded girders as well as the thru truss spans on the north side of the channel will be held in abeyance. We are exploring every avenue for the best method of handling this delayed operation and shall be prepared to discuss conclusions with you when something is more definite as to re-scheduling of this job on pier completion.

Something can be worked out insofar as our proceeding with the erection of the 4 welded girders between piers 160 and 163 inclusive and the 3 deck truss spans between piers 164 and 167 inclusive. As I told you Wednesday, all avenues for work in this area are being explored and we shall shortly be in touch with you concerning our plan of procedure.

Yours very truly,

W. J. GROSZ

District Contracting Manager

WJG/cs

cc: W. B. Hunter
A. A. Porter
G. P. Willard
C. C. Petersen ✓

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

9-2
COPY OF LETTER
(22)

STATE OF OREGON
State Highway Department
Salem 97310

April 6, 1964

American Bridge Division
U. S. Steel Corporation
309 S. W. Sixth Avenue
Portland 4, Oregon

Gentlemen:

Columbia River Bridge at Astoria
Contract No. 6268
Bridge No. 7949

By letter of February 18 you were instructed to proceed with steel erection on Pier 170 and Spans 169 and 170. Also, in this letter you were requested to determine the limits of cantilever erection in Span 169 north of Pier 170, and that the State would also make a determination of what it would consider a practical limit of erection.

I am enclosing two copies of a letter from the State of Washington dated March 11 with their recommendations for the limits of steel erection in Pier 169.

I believe the limits of steel erection in Span 169 north of Pier 170 should be limited to the absolute minimum that can be erected and still provide sufficient weight balance to permit full erection of Span 170 to Pier 171 with your proposed falsework tower.

As mentioned in the enclosed letter the stress examination indicates that the lateral bracing is the controlling factor, and it is not believed that the short length of time needed at a later date to erect a few panels of truss would be reason to take any unnecessary risks in holding the erected steel during the winter months.

Your letter of April 3 was received this morning regarding a revision in fabrication of the North half of the continuous span steel. At the present time we are unable to give you any firm dates for the completion of Pier 168 and 169; however, the schedule set up in your letter would seem to be a very practical one from the construction standpoint.

Your letter of April 2 indicates material which will be fabricated in the Worden-Allen plant at Milwaukee, Wisconsin. This procedure is satisfactory with the State, and we will contact our inspection agency as to the amount, if any, of increased cost which will be borne by your Company. You will be advised at the earliest possible time.

Very truly yours,

/s/ Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached
cc: Mr. Ray Asburry
Mr. R. W. Ellison

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

C-2
COPY OF LETTER
(21)

Ret to → G

BG

ILN | JE | FILE
APR 6 1964
RCH | MV/Y
San Francisco Construction Dept.

April 3, 1964

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Subject: V-8562-70 Columbia River Bridge
Astoria, Oregon

Dear Mr. Merchant:

After our rather lengthy discussion of April 1st, I feel that I should outline as far as possible our procedure and planned operation for work from Pier 171 to an agreed cut-off point of the main span north of Pier 170. Due to contingencies unknown at the time this contract was awarded, work here as well as other points has been considerably delayed.

In order to somewhat ease the situation, we have slowed up as much as possible our original shipment of steel from the East. Insofar as our contract No. V-8565 covering the "Continuous Truss Span", we shall start shipping Division 1 in mid-April and complete it April 24th. We plan to ship thereafter a subsequent division every 3 weeks with complete shipment up to and including Division 6 by July 31st. This should enable us to proceed with our erection of steel on both sides of Pier 170.

My record shows Sept 2d 65.

We have again set back the remaining half of the span with shipment of Division 7 beginning on October 2nd and complete shipment of the last Division 12 on January 8, 1965. By arranging the schedule in this manner, an additional time has been gained for completion of Piers 168 and 169. This will amount to 6 months from today for our shipping start on Division 7 and would probably bring it close to 7 months before we would erect any steel at this point.

Until something can be finalized insofar as pier construction is concerned, erection of both the welded girders as well as the thru truss spans on the north side of the channel will be held in abeyance. We are exploring every avenue for the best method of handling this delayed operation and shall be prepared to discuss conclusions with you when something is more definite as to re-scheduling of this job on pier completion.

0 0 7

CLH
JE
FILE
APR 13 1964
RCH
MVY
San Francisco Construction Dept.

(23)

THE DAILY ASTORIAN - Astoria, Oregon, Tuesday, April 7, 1964

State Terminates DeLong Contract For Piers

Effect of DeLong Pact Cancellation On Suit Unknown

Local counsel for DeLong Corporation said Tuesday they are not certain yet what effect the Oregon Highway Commission's cancellation of the DeLong contract will have on the suit for declaratory judgment the contracting firm has brought in Portland federal court.

The highway commission had previously challenged the federal court's jurisdiction in this case. Arguments on the commission's motion for dismissal are scheduled Friday of this week in Portland.

Notice of the contract cancellation was received here Monday by DeLong Corporation. Cancellation will become effective in seven days, or next Monday.

The notice found DeLong's work on the Astoria bridge virtually ended. Three men were cleaning up on the completed segment of the bridge that stands on the Oregon shore. Other workers were repairing barges and equipment at Tongue Point. This repair work presumably will continue.

Other contractors on the bridge were still working this week, unaffected so far by the DeLong Corporation's problems. However, US Steel Corporation will run out of work to do this spring.

Ben C. Gerwick and J. H. Pomeroy, building the 2.1 mile Desdemona Sands trestle, entered a new phase of work this week.

The contractors began building steel forms for deck spans. So far they have driven piling for 113 piers of a total 139, have capped about 40 piers, and have laid lengthwise beams on 19 spans. Deck spans were started this week on three spans.

S Steel Corporation workmen were riveting the tower on Pier 170 and erecting a floating derrick to be used in hoisting steel to the lofty main channel span, some 300 and more feet above the river. They were also working on a false work bent near 170 to support the span between Pier 171 and 170. Construction of this span will start May 1. When it is finished, US Steel will be out of work until more piers are completed by DeLong or by someone else.

Will Hold Bond Firm Responsible

SALEM (UPI)—The state of Oregon has fired the latest blast in the battle over pier construction on the $24 million Astoria-Megler bridge near the mouth of the Columbia River.

The State Highway Commission announced it was terminating the $7.8 million contract of the De Long Corp., of Brooklyn, N. Y., to construct 32 piers for the bridge.

Earlier the De Long Corp. had brought suit in Portland Federal Court.

The commission also told the Travelers Indemnity Co. of Hartford, Conn., holder of the De Long Corp. surety bond, that it would be held responsible for completion of the work.

The highway group said that if the bond holder did not get work going promptly it would either do the job with state crews or call for a new contract.

The commission told the De Long corporation that it was rescinding the contract "for willful failure or refusal. . . to faithfully perform the contract."

Suit Claims Errors

Last month the De Long Corp. filed suit in U.S. District Court in Portland, claiming the state had provided faulty engineering specifications. The corporation said the Highway Department made faulty test borings in the river bed and that water had scoured beneath the footings to Pier 169 in the middle of the river, and had ruined concrete work.

The suit seeks to allow the contractor to continue work on a cost-plus basis. The state has asked that the suit be dismissed.

A hearing on the state's request is scheduled April 10 in federal court at Portland. Leonard Lindas, chief counsel for the Highway commission, said the state did not believe federal court had jurisdiction in the case.

Stoppage of work on the pier project has virtually halted major construction on the 4.1 mile bridge, which was originally scheduled for completion in mid-1965. The Highway Department has been unable to provide a new date for completion.

In Astoria, E. J. Schelde, De Long office manager, said Col. L. B. De Long, of the construction firm, was in Europe on business.

In a letter to the corporation and the indemnity company, the Highway Commission listed eight points of alleged contract violation:

—Substantial abandonment of the project.

—Refusal and failure to supply sufficient properly skilled workmen.

—Failure to remove and replace defective work, particularly at Pier 169.

—Failure to make prompt payment for material and labor.

—Disregard of instructions of the engineer to proceed with the work.

—Inability or unwillingness to proceed with the contract by its terms as shown by the complaint filed in U.S. District Court.

—Failure to vigorously prosecute the work.

—Failure to complete the various units of work by contract deadline.

UNITED STATES STEEL CORPORATION
PUBLIC RELATIONS - WESTERN DISTRICT
Suite 1702, 120 Montgomery Street
San Francisco, 6

(24)

Page No.

FOR Mr. C. C. Petersen

FROM PORTLAND OREGONIAN DATE 6-18-64

Bridge Firm Back On Job

ASTORIA (Special) — U.S. Steel Corp., resumed work on the steel portion of the Columbia River Bridge here this week after a delay of two weeks to await delivery of newly painted steel from Vancouver, Wash.

The contractor began construction of a portion of the through truss that will carry the bridge across the main ship channel. Only part of this long truss, one of the longest of its kind, can be built at this time because two of the piers that will support its northern portion have not been built.

DeLong Corp., which had the contract to build the piers, halted work in a dispute with Oregon Highway Commission engineers over design details of the bridge, and its contract has been cancelled. Bids will be opened June 24 for a new contract to complete the piers.

WGB BMS JT
GLH AMERICAN BRIDGE AJH
MWY JUN 25 1964
JE
San Francisco Construction Dept.

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

8-2
COPY OF LETTER
(26)

June 19, 1964

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: V-8562-70 Columbia River Bridge
Astoria, Oregon - Pt. Ellice, Washington

Dear Mr. Merchant:

As you know from our prior correspondence, we have requested extensions of time to perform our work on the above project due to delays in pier construction. These delays have reached such drastic proportions that we are now faced with a scheduling situation entirely different from that upon which was based the pier construction timetable in Article 1.5.6 of our Contract.

To date we have been willing to proceed with our work in such a manner as to minimize added costs from these delays but at the same time to complete our work as soon as feasible after pier construction. From time to time we have been encouraged to do so by oral assurances from Highway Department personnel that we not only would be granted reasonable extensions of time but also would be reimbursed for substantiated added costs.

We believe that the time has come for a more definite understanding to be reached on these points and to be set forth in an amendment to our Contract or in some other mutually acceptable type of document.

In any event, we would like to meet with you and your representatives to negotiate these matters at an early date. I am sure you will agree that the best way to minimize the possibility of disputes that might lead to misinterpretation or delays on construction work is for the parties to proceed at all times with the clearest possible understanding of what each has in mind as to their respective rights and obligations.

Please let me know what time and place would be most convenient to you for a meeting.

Very truly yours,

District Contracting Manager

cc: J. J. Hessler
A. A. Porter
C. C. Petersen ✓
WJG/cs D. J. McDaniel

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

6-2
COPY OF LETTER
(27)

July 6, 1964

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: Contract No. 6268
V-8562-70 Columbia River Bridge
Astoria, Oregon - Pt. Ellice, Washington

Dear Mr. Merchant:

In accordance with our discussion about the above project on June 30, 1964 in Salem, this letter will set forth, in general terms, this company's understandings with regard to extension of time for our performance and extra compensation for added costs due to pier construction delays.

We are to be granted an extension of time to perform our work, without assessment of liquidated damages, equal to the number of days by which the completion of our work shall have been delayed by pier construction delays.

We are to be reimbursed by you for increases in our costs due to pier construction delays; provided, of course, that these costs shall have been reasonably incurred and adequately substantiated by documents to be furnished to you. It is expected that these cost increases will result principally from wage rate increases, increased prices for materials, storage and rental charges, idle equipment time, and enforceable claims of our subcontractors against us due to similar causes.

Your confirmation of the foregoing basic understandings would be appreciated. The detailsas to how they will be carried out can probably be resolved in the near future. Hopefully within about two months after being advised of the revised pier completion dates and pier construction sequence, we can be in a position to formally apply for a revised completion date for our work. As to increased costs, you should receive our first periodic report on them in the very near future.

Yours very truly,

District Contracting Manager

WJG/cs
cc: J. J. Hessler
A. A. Porter
C. C. Petersen✓
D. J. McDaniel

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

B-2
COPY OF LETTER
(28)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 31, 1964

Walter J. Grosz
District Contracting Manager
United States Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Re: Astoria Bridge

Dear Mr. Grosz:

I have your letter of July 6th, in which you request our consideration regarding an extension of time for performance and extra compensation for added costs, due to pier construction delays in the above project.

Please be informed that careful and intelligent consideration will be given to any request made by you as above requested. As stated by you, any added cost must have been reasonably incurred and adequately substantiated by documents to be furnished us.

I might state that our Highway Commission must approve any requests made for extensions of time and payment for added costs, but I can assure you that their action will certainly be governed by the equities in the matter.

Very truly yours,

/s/ L. I. Lindas

L. I. LINDAS
Chief Counsel

LIL:bp
cc: Forrest Cooper
R. L. Porter
P. M. Stephenson
Ivan Merchant

4 PMS

Ref. to → 9
(29)

INTER-ORGANIZATION CORRESPONDENCE
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION
San Francisco, California

TO MEMORANDUM FOR FILE

DATE August 7, 1964

FROM C. C. Petersen

SUBJECT V-8562-70 - Columbia River Bridge, Astoria, Oregon
Meeting at Astoria, Oregon - August 3, 1964

On Monday, August 3, the writer and Messrs. Smith and McMurray of American Bridge met with Mr. Arthur Fertell, new Project Manager for Raymond International, and with Mr. Bob Ellison, Resident Engineer for the State of Oregon. The purpose of the meeting was to attempt to obtain from Raymond a pier completion schedule for the remaining piers on the above project, such that with this schedule we could prepare a field construction schedule for the remainder of the project.

At the meeting Mr. Fertell showed us a preliminary pier completion schedule, which is tabulated below. It is to be noted that Mr. Fertell was very emphatic that this was a preliminary schedule and that to the dates would be added the necessary cure time of from one to two weeks depending upon concrete breaking tests.

Pour Bell Seal	Pier		Complete	
9-17	5		10-15-64	
9-17	6		11- 1-64	
	7		11-15-64	
	8		11-22-64	
	9		1- 3-65	
	10		1-24-65	
	11		2-28-65	
	12		3-13-65	
	13	9th DWS	3-20-65	
	14	6	4-10-65	
	15	7	4-17-65	
	16	8	4-15-65	12-31 or 1-3
Pour Shaft 9-17	17	9	5-15-65	12-22
9-17	18	10	10-31-64	12-15
4-17	19	11	9-20-64	12-8
9-17	20	12	9- 6-64	SF. 12-1

LWB
9-17.

Pier 168 - Complete 3-1-65, broken down in the following sequence:

Start Work	9- 7-64	
Complete Coffer Dam	10- 4-64	
Complete Seal	10-18-64	Pour seal 9-17
Complete Clean-up	10-25-64	
Complete Slab A	11- 7-64	
Complete Slab B	11-24-64	
Complete Column Shafts	3- 1-65	

Pier 169 - Complete 6-30-65, broken down in the following sequence:

Start Work	8-21-64
Complete Clean-out Seals	12-15-64
Complete Seal	1- 1-65
Complete Clean-up	1-21-65
Complete Slab A	2- 7-65
Complete Slab B	2-28-65
Complete Struts	3-26-65
Complete Columns	4-21-65
Complete Soffett & Bridge Seat	6-30-65

After receiving the above information the writer advised Mr. Fertell that we were very disappointed as to the late completion date for pier 169. Mr. Fertell then indicated, and repeated, that this was his preliminary schedule and in all probability they would be able to beat that date by six weeks or so and probably complete pier 169 by mid-May 1965. We again indicated that this appeared to be an extremely late date for the good of the project and that we had hoped that we would be able to start work on pier 169 not later than January or February 1965. Mr. Fertell pointed out that their biggest problem was in removing the bad concrete from the pier and he did not know, and would not know, until they got well into the work how long this work would actually take before they could start back with actual productive work to build the pier.

The writer then asked Mr. Fertell if there would be any advantage in moving ahead with pier 169 instead of completing pier 168 as early as they have it scheduled. Mr. Fertell advised that equipment was available to work on both piers and that working on 168 would not affect work on 169. Again Mr. Fertell was asked as to the hours of work he would be working for the project, and he advised his schedule was based on 40 hours per week.

District Construction Manager

CCP/je

cc: W. J. Grosz

(31)

UNITED STATES STEEL CORPORATION
PUBLIC RELATIONS - WESTERN DISTRICT
Suite 1702, 120 Montgomery Street
San Francisco, 6

Page No.

FOR Mr. C. C. Petersen

FROM DAILY ASTORIAN, Astoria, Oregon DATE 8-4-64

Contractor Starts Span Pier Work

Raymond International, the firm awarded a contract to complete the Astoria - Megler bridge pier job originally alloted to DeLong Corporation, has begun the task, Robert Ellison, resident bridge engineer, said Monday.

They are presently placing rock fill for Piers 18, 19 and 20 at the north edge of Desdemona Sands. They hope to begin pouring concrete in that area soon.

Ellison said DeLong corporation's dispute with the highway department had caused considerable delay in the bridge building operation, but that things were beginning to proceed smoothly. He added that if no further problems arise, the bridge will probably be finished during the summer of 1966. This is approximately a year later than was originally planned.

Other crews remain at work.

US Steel Corporation continued to put up steel in the portion of the through truss being constructed over Pier 170. Pomeroy-Gerwick is placing concrete beams and pouring concrete deck for the Desdemona Sands trestle.

WGB ME JT
AH AMERICAN BRIDGE AJH
MWY
JE AUG 14 1964
San Francisco Construction Dept.

UST

216th day - 150 days to come

wind bracing
Div. 2

iv. 1 steel
F.U. in

t(by at
ed, no
as 5-1
se from load.

b to-day
ety survey

l (Proj. Mgr)
al Port

AM

TUESDAY ④ AUGUST 8-

1964 217th day - 149 days to come

Langston - Grider - Erect 123 Tons,
on East truss Div. 2
at North side of
pier # 170

Hutchinson - Rivet Div. 1
2110 Rivets (1 week Total)
F.U. in Div. 2

Mc. went to Vancouver to-day
to pick-up hitch angle
332 HA1 R/1

Knappton - Move barge to & from
port docks

Weather: Partly Cloudy

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

0-2
COPY OF LETTER
(33)

STATE OF OREGON
State Highway Department
Astoria, Oregon
24 September 1964

Columbia River Bridge at Astor
Steel Superstructure
Bridge No. 7949
Contract 6268
Pier 160-167 availability

P | WGB | BMS | JT
LH | AMERICAN BRIDGE | AJH
MWY
SEP 28 1964
JE
San Francisco Construction Dept.

American Bridge Division
U. S. Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland 4, Oregon

Attention: Mr. Walt Grosz:

You are hereby advised that Piers 160 thru 167 of the subject project are available for construction of the steel superstructure.

As per the contract, temporary navigation lights at these piers becomes your responsibility immediately.

/s/ R. W. Ellison

R. W. Ellison
Project Bridge Engineer

RWE:her
cc: I. D. Merchant
A. A. Rear
R. D. Asburry
D. D. Devnich

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

G-2
COPY OF LETTER
(34)

September 29, 1964

Mr. R. W. Ellison
Project Bridge Engineer
Oregon State Highway Department
P. O. Box 686
Astoria, Oregon

WCS | BMS | JT
LH | AMERICAN BRIDGE | AJH
HWY | SEP 30 1964
JE
San Francisco Construction

Subject: V-8562-70 Columbia River Bridge
Astoria, Oregon
State of Oregon Contract 6263

Dear Mr. Ellison:

We wish to acknowledge your letter of September 24th concerning temporary navigation lights at certain piers. This is to advise you that we shall provide these temporary navigation lights in accordance with specifications at piers 160 thru 165 inclusive.

We find that piers 166 and 167 still have form work and shoring on them from the previous contract furnished by DeLong Corporation. After a thorough review by our Casualty Department together with Construction Department, we have been advised that until this material has been removed we cannot accept responsibility for lighting of these piers since the previous contract has not been completed. Naturally when this material has been removed and work completed on the previous contract we shall be most willing to take over the temporary navigation lights at piers 166 and 167.

Yours very truly,

W. J. GROSZ

District Contracting Manager

WJG/as
cc: I. D. Merchant
C. C. Peterson ✓
J. C. McMurray

UNITED STATES STEEL CORPORATION
PUBLIC RELATIONS - WESTERN DISTRICT
Suite 1702, 120 Montgomery Street
San Francisco, 6

(36)

Page No.________

FOR________

FROM DAILY ASTORIAN, Astoria, Oregon DATE 10-26-64

Steel Work On Main Truss Ends

Erection of steel has ceased on the 2464 foot cross-channel main truss of the Astoria bridge.

Work halted with the unfinished truss projecting 400 feet northward from Pier 170 over the ship channel.

Work cannot be resumed on the truss until Piers 169 and 168, which will support its northern end, are finished. This may be next May, but the state highway engineers said this is only "a rough guess."

Removal of unsatisfactory concrete from footings of Pier 169 was continuing this week. This job may take another two months to finish.

Raymond International Corporation was reported making steady progress on removal of tons of poor concrete from the two cofferdams of the pier. More than half the deficient concrete seal has been taken out of one of the cofferdams so far.

Engineers Testing Seal

Workmen laid a seal in the single cofferdam at the base of Pier 168 and this week highway department engineers were testing its quality, with high hopes it would be found satisfactory.

Men worked 45 feet below the river surface at the bottom of this cofferdam.

American Bridge Division of US Steel Corporation, the steel contractor on the bridge, moved its tall floating derrick northward across the ship channel Friday to the south end of the Desdemona Sands trestle. Workmen this week will begin laying steel plate girders for the bridge deck from Pier 160, southernmost end of the trestle, to Pier 164. This job will take about two weeks. Then, if material arrives in time, small trusses will be built from Pier 164 southward to 166.

Steel Work to Stop

When that is done, steel construction will have to stop until next spring because no more piers are ready.

Highway engineers are hopeful that steel construction can begin on the northern end of the bridge in early spring.

Pier construction in that area was reported progressing steadily.

J. H. Pomeroy and Ben Gerwick of San Francisco, Desdemona Sands trestle contractors, continued to make steady progress this week. By the end of next week placing of concrete caps on the 139 piers of the trestle will be finished. More than half the concrete deck has now been laid.

WGB BMS JT
CEH AMERICAN BRIDGE AJH
HWY NOV 4 - 1964
JE
San Francisco Construction Dept.

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

E-2
COPY OF LETTER
(37)

Pat → See my letter attached.

WGD | DMS
CLH | AMERICAN BRIDGE | AJ
MWY
DEC - 8 1964
San Francisco Construction Dept.

December 7, 1964

Mr. R. W. Ellison
Project Bridge Engineer
Oregon State Highway Department
P. O. Box 686
Astoria, Oregon

Subject: V-8562-70 - Columbia River Bridge
Astoria, Oregon
Contract No. 6268

Dear Mr. Ellison:

I am sure that from your perch of observation and closeness to the job that you are rather aware of our reaching an end with our construction work at the present time. On the other hand, we feel that an outline should be presented to you as we all recognize that this job is running beyond schedule and ultimately it will be necessary for us to ask and receive the necessary time extensions. This has been mutually agreed upon but somewhat held in abeyance until we all know status on completion of piers.

On Friday, November 27, 1964, all erection work had been completed which could economically be performed due to the present status of piers on the project. We shut down as of that date all erection work at the Astoria site and are tying up the S-1 tower stiffleg derrick at the Tongue Point dock and will consider moving it farther up river from the tidal area.

We anticipate that driving of rivets will be completed in the south anchor arm and cantilever arm of the span in the areas between piers 170 and 171 by the end of this year. At that time all work at Astoria will be closed down completely. Since the best information we can obtain is that piers 168 and 169 will not be ready for our use until May or June of 1965, I am sure that you recognize we have been unable to secure any commitment as to completion from either the general contractor or yourself.

We have elected to leave the falsework bent in place between piers 170 and 171 since it will be necessary to redesign our falsework bent on the north anchor arm between piers 168 and 169 due to excessive scour caused in the falsework bent area which was probably produced by the pier cofferdam and pier 169. We anticipate starting work on removing of the falsework bent and relocation of it on the north side of the channel about May 1, 1965.

Pier 5 on the north side of the river is complete and we have been told that completion of pier 6 will be about January 1, 1965. At that time we plan to float down span 5 which goes on these two piers from Vancouver, Washington where it has been erected for a very long time. Work will then proceed at Vancouver in erecting the second of the thru spans located between piers 6 and 7 and we shall then place this span and continue in sequence for erection and landing of the spans until all seven are completed. The rate of progress, however, will naturally depend upon completion of subsequent piers by Raymond Concrete Pile Co. Our original schedule had anticipated landing one pier per month and our erecting schedule is again based on this rate, providing we have the piers made available to us.

We plan to have overall supervision at both Astoria and Vancouver, Washington to be under the control of Superintendent, J. C. McMurray who will be located at Vancouver.

Yours very truly,

W. J. GROSZ
District Contracting Manager

WJG/cs

cc: W. B. Hunter
A. A. Porter
C. C. Petersen ✓
J. C. McMurray

(38)

OREGON STATE HIGHWAY COMMISSION

SUPPLEMENTAL NOTICE TO CONTRACTORS

December 8, 1964

Sealed bids on the following project will be received and opened by the State Highway Commission in Room 419, State Highway Building, Salem, Oregon, at 9:00 a.m., Tuesday, December 8, 1964. Award will be made by the Highway Commission at its meeting in Salem on December 15, 1964.

BIDS TO BE OPENED AT 9:00 A.M., TUESDAY, DECEMBER 8, 1964

(16) CLATSOP COUNTY, OREGON, AND PACIFIC COUNTY, WASHINGTON: Astoria, Oregon-Pt. Ellice, Washington Section of US101. No. F-003-1(15). Placing riprap around bridge piers on Astoria Bridge over Columbia River. Requires approx. 65,000 tons riprap; and 5,000 tons bedding and filling gravel.

The same regulations apply regarding wage rates for labor as stated in our regular "Notice to Contractors" for December 8, 1964.

Prequalification of bidders will be required in accordance with the provisions of ORS 279.010 to 279.0[illegible]4, inclusive. Full information for bidders may be obtained at the office of the Oregon State Highway Commission, State Highway Building, Salem, Oregon. Plans and specifications may be inspected at the same place and may be obtained by eligible bidders upon payment of $2.00 for each set.

Plans and specifications may also be inspected at the office of the Associated General Contractors in Portland, Seattle, Spokane, and Boise; and at the Builders Exchange Cooperative, Portland.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

OREGON STATE HIGHWAY COMMISSION

Glenn L. Jackson, Chairman
[illegible] N. [illegible], Commissioner
David B. Simpson, Commissioner

Forrest Cooper
State Highway Engineer

ATTEST:
Floyd Query, Secretary
[illegible]

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

(39)

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

Astoria, Oregon
11 February 1965

Columbia River Bridge at Astoria
Steel Superstructure
Bridge No. 7949
Contract 6268
Piers 5 & 6

American Bridge Division
U. S. Steel Corporation
United States National Bank Building
309 S.W. Sixth Avenue
Portland 4, Oregon

AMERICAN BRIDGE
WOB
DMS
MWY
JE
FEB 15 1965
San Francisco Construction

Attention: Mr. Walt Grosz

This letter is to confirm the verbal authorization, as given to you by Mr. R. O. Cunningham, that Piers 5 and 6 of the subject project will be available for your occupancy anytime after February 14, 1965. It is anticipated that you will place Span 5 on these piers shortly after said date.

You are reminded that lighting said piers in accord with requirements of the Coast Guard and other governing agencies, as noted in the specifications for this project, is your responsibility after the above date.

R.W. Ellison
R. W. Ellison
Project Bridge Engineer

RWE:her
cc: I. D. Merchant
A. A. Rear
R. D. Asburry
R. O. Cunningham

RECEIVED
FEB 12 1965
AMERICAN BRIDGE DIV.
PORTLAND, OREGON

(41)

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 19, 1965

American Bridge Division
United States Steel Corporation
506 S. W. Sixth Avenue
Portland, Oregon 97204

Gentlemen;

Re: Columbia River Bridge
Astoria, Oregon
Contract No. 6268
Request for Increase in Time

Reference is made to your March 24 letter and the recent visit to this office by Mr. Grosz and Mr. Holmstrom relative to an increase in time to complete the superstructure of the Astoria Bridge.

We know that your work has been delayed due to circumstances beyond your control and we are willing to recomment to the Highway Commission an extension of time equivalent to the delay. Your letter puts the Highway Commission on notice that you will request such an extension and will furnish the details as soon as they are available.

Enclosed are copies of Form E-320(Rev.), which is a standard form for time extension requests. This form has been written for workday contracts, whereas your contract No. 6268 is for a calendar date. The same form can be used to cover your request.

It appears impossible at this time to estimate a proper and equitable completion date. In order to clear the record and to secure approval of the Highway Commission, I recommend that you request that the specified completion dates of April 30, 1965 for Stage I and November 30, 1965 for Stage II each be increased by twelve months. This is with the understanding that if further adjustments are necessay, they will be given consideration when a more definite

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1965
AMERICAN B

determination can be made.

If there is anything about this that is not satisfactory, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R. L. Porter

R. L. Porter
Deputy State Highway Engineer

enc.

(42)

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 2, 1965

United States Steel Corp.
309 SW 6th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 1, 1965, considered your request for 365 additional calendar days to complete Contract No. 6268 for steel superstructure on the Columbia River Bridge Section of the Oregon Coast Highway in Clatsop and Pacific Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for the additional 365 calendar days without assessment of liquidated damages.

Very truly yours,

Floyd Query
Secretary
OREGON STATE HIGHWAY COMMISSION

gc

RECEIVED
JUN 3 1965
AMERICAN BRIDGE DIV.
PORTLAND, OREGON

AMERICAN BRIDGE
DIVISION
UNITED STATES USS STEEL CORPORATION

COPY OF LETTER
(43)

bcc: Messrs. J. J. Hessler
H. N. Johnston
W. A. Main

(The last sentence in the third paragraph below was changed slightly after a conversation with Mr. W. A. Main this morning.)

AMERICAN BRIDGE
JUN 16 1965
San Francisco Construction Dept.

June 14, 1965

Oregon State Highway Commission
State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Columbia River Bridge, Astoria, Oregon-Pt. Ellice, Washington
Steel Superstructure - Contract No. 6268
Request for Increase in Time

Gentlemen:

This will acknowledge your letter of June 2, 1965, advising us that our request for 365 additional calendar days to complete our work on the above project has been granted. We assume this extension applies to both stages of the work.

Actually, our request was for an additional 365 working days. Hence, we take exception to having been granted only 365 additional calendar days.

As was noted in our request, we do not yet know the full extent of our delays due to the pier construction delays. However, we believe that it will exceed the increase you have granted us. Accordingly, prior to the expiration of the limited increase of time you have given us, we will determine and request you to grant additional increase in time needed to bring the total increase up to the period we shall have been delayed by delays in pier construction and any other causes beyond our control.

Very truly yours,

UNITED STATES STEEL CORPORATION

By ______________________
District Contracting Manager
American Bridge Division

WJG:ln
cc: Messrs. Robert W. Ellison - Project Bridge Engineer
I. D. Merchant - Bridge Engineer

AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION

COPY OF LETTER
(44)

HNJ | WOB | EMS | JT
CLH | AMERICAN BRIDGE | AJH
MWY | JUL 19 1965
JE
San Francisco Construction Dept.

July 16,,1965

Mr. Ivan D. Merchant
Oregon State Highway Department
State of Oregon
Salem, Oregon

Re: ABD Order V-8562-70
Columbia River Bridge #7949
Astoria, Oregon
Contract Number 6268

Dear Mr. Merchant:

We understand that the work on pier #169 will be completed to such a point that it would be ready for erection of steel on August 2. This is assuming, of course, that you will delay the removal of forms and form supports which we understand will delay our starting by another three weeks. The construction period has entered a very critical time, where every week of work is important and this additional three weeks delay could mean the difference between completing our steel erection on this span during 1965 or delaying it for another six months.

Will you kindly give consideration to ordering the postponement of removal of forms and form supports for approximately three months, so that we may expedite the completion of this span. A further delay of six months would only add to delay costs which are accumulating.

Very truly yours,

WALTER R. HOLMSTROM

Contracting Manager

WRH:ln

cc: Messrs. R. W. Ellison
H. N. Johnston

MONDAY ② AUGUST
1965 214th day - 151 days to come

Pete Move equip. to
Daly get into location
Bob for erecting tower

RBH - Men go home
because of rain

AB received pics #169
to-day

TUESDAY

Pete Ev
Daly So
Bob

RBH - De
Vick S

INTER-ORGANIZATION CORRESPONDENCE

AMERICAN BRIDGE

DIVISION
UNITED STATES STEEL CORPORATION

HNJ
CLH
JE
RAH
AJH
MAR 20 1967
San Francisco Construction Dept.

TO Mr. H. N. Johnston
District Construction Manager

DATE March 16, 1967

FROM Mr. H. W. Price
Asst. to Const. Acct.

SUBJECT Astoria Bridge Claim - V-8562-70

Attached is Plant Report of Numbered Equipment dated August 19, 1965 which has been priced with American Bridge Division's Monthly Rental Rates for preparing Table 2, "Acceleration Cost vs a 1965 Winter Delay."

Final Acceleration Expenses on our Claim:

Schedule A-6 Overtime Acceleration - Vancouver	$ 10,957.09
" B-6 " " - Astoria	60,697.17
" B-8 Derrick Boat Replaced by 4600 Crawler Crane	58,369.67
Total Acceleration Expenses	$130,023.93

Plant Report of Numbered Equipment Rental Expenses - Two Months

Attached Report $66,521.55 @ 2	$133,043.10
Overhead 15%	19,956.47
Total Equipment Expense 2 Months Delay	$152,999.57

Equipment Rental Expenses for a delay of two months exceed the Acceleration Expenses without including other expense items shown on your schedule or additional expense which would have been incurred by Vancouver Yard.

HWP/sjp
Attachment

CC: Mr. R. J. Collins

F-0[illegible]-1(16) Astoria Br. Steel Super- 1966
structure, Columbia River Br.
#6268 DEDICATION

REPORT BY REP HOLMSTROM

INTRODUCTION

Public crossing at the mouth of the Columbia River has been a major problem since the area was first settled more than 150 years ago. This water gap is Oregon's most pressing problem. The nearest bridge crossing is 45 miles upstream at Longview, with no highway paralleling the river on the Washington side. And, it is the only break for easy vehicular travel on U. S. Highway 101 from Mexico to Canada.

Scheduled ferry service between the two states at this point in the river began in 1921 and has been operated by the State of Oregon since 1946. Today's highways are the arteries that carry the life blood of commerce, but the Astoria-Megler ferry system restricts this flow. Statistics prove that automobile and truck traffic avoids this area principally because of time delays in waiting for a ferry, missing ferry schedules and too frequent overloads. Trucks travel mostly at night at which time there is no ferry service. Ferries also limit truck weights and heights to maximums below those permitted by law on the highways which further handicap and injure the economy of the area. Further economic loss is Oregon's due to the fact that untold numbers of tourists are by-passing the coastal areas because of delays encountered by the ferries.

The urgent need for the proposed Astoria-Megler bridge is confirmed by the favorable attitude toward it as expressed by the general public and by the action of the Oregon Legislature in 1959 by authorizing the issuance of general obligation bonds for its construction. This is further emphasized by the passage of legislation by overwhelming margins by the Washington Senate and House during their 1961 session.

The Astoria-Megler bridge will surely offer untold benefits to Oregon and Washington. No more delay should keep this bridge from becoming a reality and opening up "new horizons" to all of the people who live and travel in these two great states.

LEGISLATIVE HISTORY

The Astoria-Megler Bridge is a proposed 4.1 mile toll highway bridge connecting Astoria, Oregon with Point Ellice near Megler, Washington. This bridge has been under consideration for many years, and in 1953, through the cooperative efforts of the Oregon State Highway Department, the Washington Toll Bridge Authority, Pacific County in Washington, and the Port of Astoria, a fund of $50,000 was established to conduct a feasibility study. The 1957 Legislatures of Oregon and Washington appropriated $200,000 for preparing complete and final plans for the bridge.

The bridge has been designed by the Oregon State Highway Department and the estimated cost of construction is $22,000,000. The Washington highway approach cost estimate is $180,000 and the Oregon highway approach cost estimate is $1,500,000.

The 1959 Oregon Legislature authorized the Oregon Highway Department to issue up to $24,000,000 in general obligation bonds to construct the bridge, subject to the negotiating of an agreement between the Oregon and Washington Highway Commissions wherein each state agree to share any deficiency between the toll revenues and the cost of operation, maintenance and principal and interest on the bonds issued.

The 1959 Washington Legislature had adjourned before the 1959 Oregon Legislature had authorized this bond issue and the Washington Highway Commission lacked the authority to enter into the necessary agreement with

Oregon. Consequently, no further action could be taken on this subject until the Washington Legislature convened in 1961.

During the interim between the 1959 and 1961 Legislative sessions, the Washington Legislative Interim Highway Committee retained Bertram H. Lindman, a Washington, D. C. engineer and economist, to make a study to determine the economic benefits to Washington by the construction of the Astoria-Megler bridge. His report to this interim committee concluded that the economic benefits derived from its construction would accrue 70 to 75 per cent to Oregon areas and 25 to 30 per cent to Washington areas.

During this same period several joint meetings were held by the Oregon and Washington Legislative Interim Highway Committees. The most recent meeting was held on January 28, 1961, at which time the Washington Committee proposed that because of the Oregon ferry deficit which could be expected to reach $250,000 a year by 1965, Oregon should pick up the first $250,000 of any deficit in any year and the balance divided on a 50-50 basis with Washington's share not to exceed $200,000 in any year. The Oregon committee counter-proposed that Oregon pick up the first $100,000 of any deficit and the balance be divided on a 50-50 basis. Washington's proposal called for each state to construct its own respective highway approaches to the bridge, whereas Oregon's proposal called for the highway approaches to be a part of the bond issue.

On the basis of the Washington proposal, the percentage contributed by Washington of any deficit would be about 30 per cent plus the cost of the Washington highway approach of $180,000. On the basis of the Oregon proposal, the percentage to be contributed by Washington would be about 43 per cent, including the cost of the two highway approaches.

1961 WASHINGTON LEGISLATIVE ACTION

During the 1961 session of the Washington Legislature, the Senate Committee on Highways submitted S. B. No. 431, which appropriated funds and authorized the Washington State Highway Commission to cooperate with the Oregon State Highway Commission in the construction of the Astoria-Megler toll bridge. The pertinent provisions of the Washington Act are as follows:

1. To the extent that tolls and franchise fees are insufficient in any year to provide for the payment of operational costs and the payment of principal and interest on the bonds issued by Oregon, the State of Oregon is to pay the first $100,000 of any such deficit and the State of Washington is to pay 40 per cent of the balance of such deficit. Provided, that in no case shall the State of Washington's payment exceed $200,000 in any year.

2. That one half the cost of maintenance and repair of the bridge be paid by the State of Washington from motor vehicle funds.

3. That each state construct its own highway approaches to the bridge and payment for same to be made from their respective motor vehicle funds.

The Washington Senate passed this bill by a vote of 39 to 3, and the Washington House concurred by a vote of 67 to 22.

Under this bill, the percentage of contribution by the State of Washington towards any deficit, not including the cost of the highway approaches is 34.4 per cent. The Washington Legislative Interim Highway Committee had proposed a 30 per cent contribution.

OREGON'S FERRY SYSTEM

Oregon's interest in this bridge lies in the economic benefits it would provide to the state and because of the increasing subsidy required to maintain the present state-owned ferry system. As the following table shows, the net loss from operations jumped from $54,903 in 1954 to $161,620 in 1960, or approximately $107,000 in only six years. This increasing loss has resulted not from any sizable loss in income, for that has remained fairly constant, but rather from increased operating expenses.

ANNUAL OPERATING STATEMENT, ASTORIA-MEGLER FERRY
1950 - 1960

YEAR	TOTAL INCOME	TOTAL EXPENSES	NET LOSS FROM OPERATIONS
1950	$ 215,449	$ 251,215	$ 35,766
1951	247,323	249,765	2,442
1952	262,278	265,020	2,742
1953	248,036	283,982	35,946
1954	232,887	287,790	54,903
1955	247,699	340,355	92,656
1956	241,004	324,594	83,590
1957	223,245	319,655	96,410
1958	224,709	379,457	154,748
1959	226,700	382,048	155,348
1960	224,047	385,667	161,620
TOTALS	$2,593,377	$3,469,548	$876,171

If past trends continue, the annual loss by 1965 will be $250,000, according to the Bertram H. Lindman study. All indications point toward increasing costs in wages and maintenance of the ferry system.

Two of the three ferries now being used, the 33 year old "Tourist No. 2" and the 27 year old "Tourist No. 3" barely meet the minimum Coast Guard safety standards now. Their continued operation is permitted only as a necessary stop-gap service pending the immediate construction of the bridge.

If the state delays further in constructing this bridge, it will be necessary to construct a new ferry immediately at an estimated cost of more than $750,000. The State Highway Department also contemplates that an additional ferry would have to be purchased at a future date.

The subsidy cost to the State of Oregon for the construction of the bridge is to be weighed against the subsidy costs of a continued ferry operation. The estimated bridge subsidy cost is set forth on page 8, Schedule XIV, Debt Service Schedule. This schedule indicates a subsidy cost to the State of Oregon over a 33 year period of an average of $346,000 per year compared to a subsidy cost to the State of Washington of an average of $152,000 per year, a difference of $194,000 per year, which includes Oregon's first $100,000 payment off the top. It is estimated that the average annual maintenance cost of the bridge will be $68,400 for each state.

The principal controlling factor as to the amount of the State of Oregon's subsidy payments is the number of vehicles using the bridge. In 1955 the traffic engineering firm of Cloverdale and Colpitts estimated gross revenues of $40,018,000 over a 30 year operating period of the bridge. Another study made in 1958 placed the gross revenues at only

$15,613,000. Schedule XIV estimates a gross income of $23,730,000. This estimate was prepared by the Washington Highway Department's Planning Division in 1959 as an independent traffic analysis of the two previous studies and not meant to be precise or exhaustive, and increases in revenue would lower subsidy costs.

[illegible]

[illegible]

$22,[illegible] Bond Issue at [illegible] Percent [illegible]

Based on Toll Income Estimates by Washington Department of Highways

(Amounts shown are in thousands of dollars)

Year	Gross Toll Income 2/	Operating Expense	Net Income from Tolls	Oregon Basic Subsidy	Prorated Subsidy 3/ Oregon	Prorated Subsidy 3/ Washington	Prorated Subsidy 3/ Total	Debt Service Requirement	Bonds Outstanding Beginning of Year	Interest Payment	Maintenance Costs Oregon	Maintenance Costs Washington
1961	$ 4/	$ 4/	$ 4/	$ 100	$ 415	$ 200	$ 715	$ 715	$ 22,000	$ 715	$ 4/	$ 4/
1962	4/	4/	4/	100	415	200	715	715	22,000	715	4/	4/
1963	4/	4/	4/	100	415	200	715	715	22,000	715	4/	4/
1964	533	89	444	100	415	200	715	1,159	22,000	715	56.5	56.5
1965	598	91	507	100	352	200	652	1,159	21,556	701	57.0	57.0
1966	610	92	518	100	341	200	641	1,159	21,098	686	58.0	58.0
1967	622	94	528	100	331	200	631	1,159	20,625	670	58.5	58.5
1968	635	95	540	100	319	200	619	1,159	20,136	654	59.5	59.5
1969	647	96	551	100	308	200	608	1,159	19,631	638	60.5	60.5
1970	660	97	563	100	298	198	596	1,159	19,110	621	61.5	61.5
1971	673	99	574	100	291	194	585	1,159	18,572	604	62.0	62.0
1972	687	100	587	100	283	189	572	1,159	18,017	585	63.0	63.0
1973	701	101	600	100	275	184	559	1,159	17,443	567	64.0	64.0
1974	715	103	612	100	268	179	547	1,159	16,851	548	64.5	64.5
1975	729	104	625	100	260	174	534	1,159	16,240	528	65.5	65.5
1976	744	105	639	100	252	168	520	1,159	15,609	507	66.5	66.5
1977	758	107	651	100	245	163	508	1,159	14,957	486	67.0	67.0
1978	774	108	666	100	236	157	493	1,159	14,284	464	68.0	68.0
1979	789	109	680	100	227	152	479	1,159	13,589	442	69.0	69.0
1980	805	111	694	100	219	146	465	1,159	12,872	418	69.5	69.5
1981	821	112	709	100	210	140	450	1,159	12,131	394	70.5	70.5
1982	837	113	724	100	201	134	435	1,159	11,366	369	71.5	71.5
1983	854	115	739	100	192	128	420	1,159	10,576	344	72.0	72.0
1984	871	116	755	100	182	122	404	1,159	9,761	317	73.0	73.0
1985	889	117	772	100	172	115	387	1,159	8,919	290	74.0	74.0
1986	906	119	787	100	163	109	372	1,159	8,050	262	74.5	74.5
1987	924	120	804	100	153	102	355	1,159	7,153	232	75.5	75.5
1988	943	121	822	100	142	95	337	1,159	6,226	202	76.5	76.5
1989	962	123	839	100	132	88	320	1,159	5,269	171	77.0	77.0
1990	981	124	857	100	121	81	302	1,159	4,281	139	78.0	78.0
1991	1,000	125	875	100	110	74	284	1,159	3,261	106	79.0	79.0
1992	1,021	127	894	100	99	66	265	1,159	2,200	72	79.5	79.5
1993	1,041	128	913	100	87	58	245	1,158	1,121	37	80.5	80.5
Totals	$ 23,730	$ 3,261	$ 20,469	$ 3,300	$ 8,129	$ 5,016	$16,445	$36,914	$ - -	$14,914	$2,052.0	$2,052.0

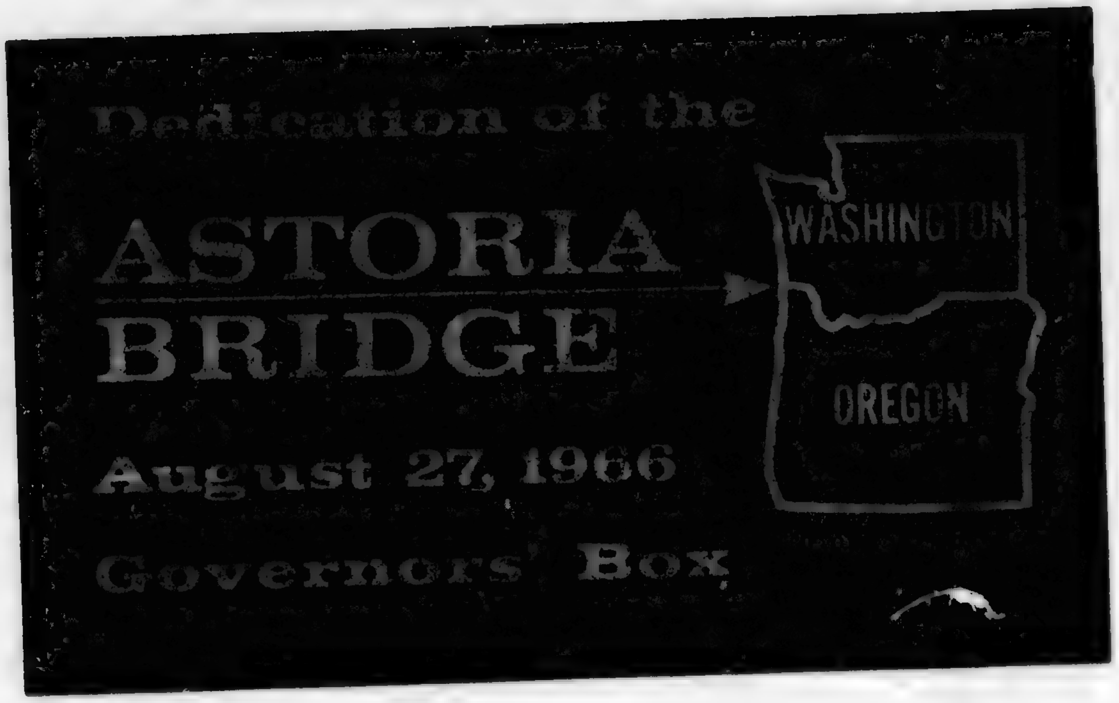
1/ Under this proposed financing arrangement, each state would bear the cost of constructing the bridge approaches on its side of the river. Each state would pay one-half of maintenance costs from other funds.

2/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May, 1959"

3/ Subsidy: Oregon to pay basic subsidy of first $100,000 of deficit in any year, Washington to pay 40 percent of any deficit over $100,000 a year, not to exceed $200,000 in any one year as proposed in Washington State Senate Bill No. 431.

(Source: Oregon State Highway Dept.)

4/ Construction period.



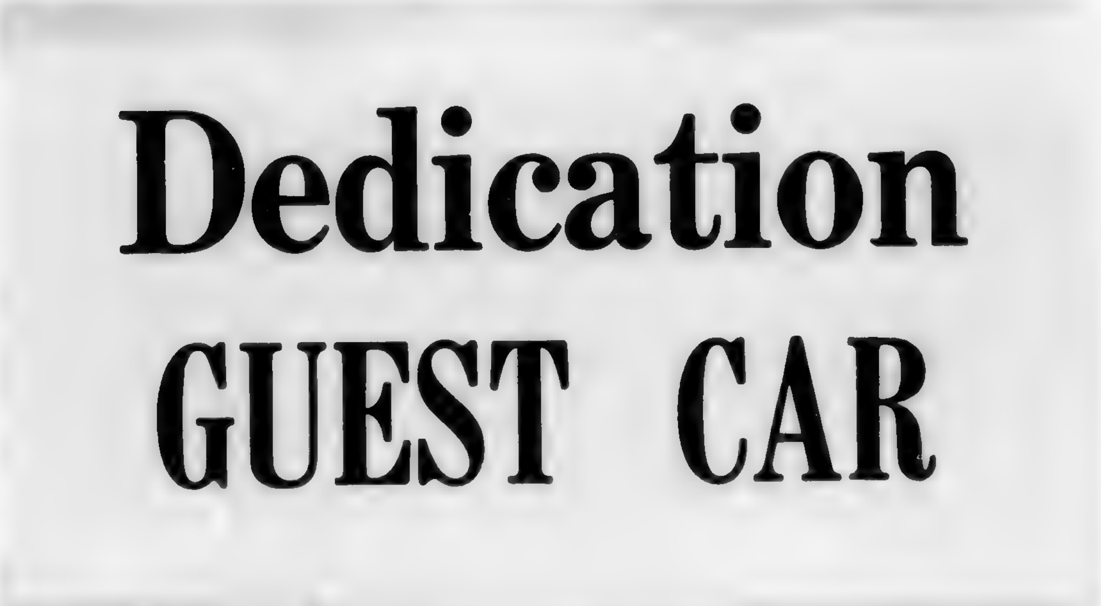
Dedication of the

ASTORIA
BRIDGE

August 27, 1966

Governors' Box

WASHINGTON
OREGON



Dedication
GUEST CAR

8-27-66

Probably the gfeeatest economic effect of the Astoria btidge on this area will be in developmen t of tourist and recreation business.

The inadequacy of ferries to handle the volume of tourist travel along Highway 101 has been demonstrated graphically this summer, when tourist volume reached new high levels and the ferries were ~~in~~ incapable ~~on~~ all summer long of moving traffic ~~expeditx~~ swiftly.

The reputation of the ferries for delays has caused much tourist traffic to detour inland.

Development of new state parks in southwest Washington, at Fort Canby and elsewhere, is expected to bring increasing numbers of tourists along Highway 101. Growth of Fort Stevens state park will havea similar effect. Motels and other resorts are developing on both sides of the lower Columbia in anticipation of greater trade when the last ~~bottleneckx~~ ~~water crossing on~~ water obstacle on Highway 101 between Canada and Mexico is removed.

The bridge is also expected to ~~furnix~~ cause greatly increased volume of local commerce between northwest Oregon and southwest Washington. Movement of commodities will be easier. Shipments of logs , wood chips for paper mills and other timber products already is being planned.

Improvement of the road network serving the bridge can be expected. The growth of traffic will within a short time force the state of Washington to consider seriously construction of a short road across the Willapa hills from Grays River on the Ocean Beach highway to Pe Ell, giving a shorter route from the bridge to Puget Sound cities. This should develop more tourist and business travel.

===

STATE OF WASHINGTON
OFFICE OF THE GOVERNOR
OLYMPIA

DANIEL J. EVANS
GOVERNOR

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A STATEMENT BY THE GOVERNOR

It is particularly significant for me to join with you today in congratulating the engineers and the builders and the people of Oregon on the completion of this fine structure. Not only as the governor of your neighboring State of Washington, but also as a professional engineer, I stand with pride and admire this excellent engineering achievement. This span stands as a symbol of men with vision who dreamed and worked to develop this new bridge between our two states.

Undoubtedly, this structure will serve as a magnet for tourists and residents alike. There will be an increase of commerce between the communities on both sides of the Columbia River. Already I have been told of real estate developments in which nearly a thousand separate parcels of land were placed on the market one day and exactly one month later, only seven parcels were left unsold. We expect that on our side of the river, Pacific and Grays Harbor Counties will see an increase in payrolls of approximately $1,000,000 a year. Capital investments in new and expanded businesses are expected to total about $12,500,000 and property values to increase by more than $4,000,000. This entire area of the Columbia, on both sides of the river, has been somewhat removed from the economic expansion which has been enjoyed by both of our states in recent years. This bridge will tie together the Pacific Coast Highway giving each of our states a vital route which will generate a new thrust of expansion for this very deserving area. This is indeed a proud day for Washington and Oregon.

Daniel J Evans

Daniel J. Evans
Governor

23159-734
3

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 10, OREGON

ASTORIA BRIDGE - SYMBOL OF PROGRESS

All Oregon and indeed all the West has reason to rejoice as we pause to dedicate this tremendous structure we call the Astoria Bridge. It is the last major link in easy vehicular travel on Highway US 101 along the Pacific Coast from Mexico to Canada.

The addition of this man-made wonder to our Northwest Coast removes the last obstacle to the free flow of tourism, trade and commerce between our states. It is in itself sufficient stimulus to draw tourists to Oregon. And certainly it will do much to enhance the personal as well as commercial concerns of those who make their homes on the Oregon coast.

The construction of the bridge was a tremendous undertaking. In a way, it characterizes the new era of greatness--of social and economic growth, to which Oregon has dedicated itself in its second century of statehood. So it stands as much a symbol of our progress as well as a source of pride to us all.

MARK O. HATFIELD
GOVERNOR OF OREGON

23854-773

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Set-Repro
Today

PICS AND CAPTIONS

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8-27-66

Page 2 Mark O. Hatfield — bold
Governor of Oregon

12 sp.

Page 3 Daniel J. Evans — bold
Governor of Washington

Page 4 OREGON STATE HIGHWAY COMMISSION 18 Sp (4)

Forrest Cooper
State Highway Engineer 8

Glenn L. Jackson, Chairman

Kenneth N. Fridley, Member 6

David B. Simpson, Member

Page 5 WASHINGTON STATE HIGHWAY COMMISSION 18 Sp (4)

Charles G. Prahl
Director of Highways 8

Elmer C. Huntley, Chairman

George D. Zahn, Member

Harold Walsh, Member 6

Robert L. Mikalson, Member

James M. Blair, Sr., Member

6 here on

Page 7 A Ground Breaking Ceremony, August 9, 1962
Governor Hatfield flanked by State Representative William H. Holmstrom and State Senator Daniel A. Thiel

B Land Piers on Oregon Side

C Pier and Approach Construction

D 405-foot high derrick on barge

Page 8 E Placement of final structural steel

F Last of concrete goes into parapet wall

Page 9 G Completed Structure with toll facility and Administration Building

6

Page 11	H	Fort George, or Astoria, Columbia River -- site of the Hudson's Bay Company's Establishment
Page 12/13	I	After the fire of December, 1922
Page 13	J	Main ship channel span with Astoria in background. Summer of 1966
Page 14	K	Tourist I began the ferry service under Captain "Fritz" Elfving in 1921
Page 14	L	Tourist 2 served in her country's military forces as a minelayer in World War II
Page 15	M	Flagship of the "Highway Navy, " the M. R. Chessman
	N	The Tourist 2 in recent years
	O & P	Increased automobile traffic forced Captain Elfving to enlarge his fleet with Tourist 2 and 3 in the 1930s
	Q	A participant in the famous "Ferry War" was the North Beach
Page 16	R	The gill net boat race was a feature of the early regattas
Page 18	S	The end of an era

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September 26, 1966

Publication
Mr. Jean Hallaux
Manager, Astoria Chamber of Commerce
Astoria, Oregon

Dear Jean:

We doubt that we have uncovered a new drawing of Astoria, as the picture is available through two sources that we know of and perhaps others. The source we used was the Oregon State Library here in Salem. The same picture was also available from the Oregon Historical Society in Portland, but as they were in the process of moving at the time we needed the picture, we didn't bother them.

The picture originally appeared in the London Illustrated News, dated February 10, 1849. Mr. David C. Duniway, State Archivist, said that he had attempted previously to get additional information on the drawing but had been informed by the newpaper that their files were destroyed during the London blits of World War II and consequently the origin of the picture is now unknown.

This was really no ulcer rouser, but there are times. See you soon.

Sincerely,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

mc
bc Forrest Cooper
R. L. Porter
John J. Earley

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ASTORIA BRIDGE

Deletion

Questions for Forrest Cooper

From: Bill Smith, KOAC-AM-TV

The same questions will be used for both a television and radio interview. This to be conducted in Mr. Cooper's office. All questions are subject to modification, if desired by Mr. Cooper.

SMITH: From the viewpoint of the Highway Department, what are the steps in building a structure such as the Astoria Bridge?

COOPER: Feasibility study . . . sponsoring agencies . . . etc.

SMITH: How is such a study conducted?

COOPER: Car counts, etc.

SMITH: What did this study show? } Mr. Cooper may wish to delete

COOPER:

SMITH: Following ~~an analysis of~~ the study, what was the next step?

COOPER: Legislative action to appropriate funds for plans. Briefly discuss types of plans considered and reason for final decision.

SMITH: So far, we have only the feasibility study and the plans . . . really a minor, but still important part of the costs. How is the "big" money raised for such a project?

COOPER: Legislative authorization for sale of bonds.

Joint approval between states.

Joint agreements between Highway Department, Oregon and Washington Toll Authority.

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ASTORIA BRIDGE

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COOPER:	
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COOPER:	Legislative authorization for sale of bonds. Joint approval between states. Joint agreements between Highway Department, Oregon and Washington Toll Authority.

14 mo

(1) SMITH: How long did it take from time of legislative and administrative approval until construction actually started? dates

COOPER:

(2) SMITH: How many separate contracts were involved in the bridge? lists of contracts amounts [illegible] names

COOPER: Piers, Desdemona Sands viaduct, etc. 9

SMITH: During the construction, of the bridge, we have heard about a problem with one of the piers. What was the basic problem?

COOPER: Mr Cooper may wish to delete

(3) SMITH: What natural forces is the bridge built to withstand? Design factors [illegible] loads

COOPER: Wind . . . current . . . floating logs. Current factors

Amount of [illegible]

(4) SMITH: Looking ahead / . . . for the next 10 (15 or 25) years, would you estimate how the toll receipts will compare to the maintenance and bond retirement? In other words, will the bridge pay for itself? 9

COOPER: Interest on bonds — Adt. 470

Maintenance — 4 ferries Max 1400

3 ✓ – 1000

Projected traffic (compare with cost of ferry operation)

SMITH: Some people have questioned the design of only two lanes . . . they say four will be needed. Why was it built with two?

COOPER:

SMITH: Now that the Astoria Ferry Service is a thing of the past, do you get a bit of a nostalgic feeling about the ferry fleet that has been the backbone of the "Oregon Navy"?

COOPER:

SMITH: In comparison with other states, has the operation of a highway ferry service been somewhat unusual?

COOPER:

(1) On April 27, 1961, Governor Mark O. Hatfield signed into law House Bill No. 1457 authorizing the sale of $24,000,000 in bonds and providing for the construction of the bridge, the imposition and collection of tolls for use of the bridge, and authorizing any other action necessary in connection with the construction, maintenance and operation ofthe bridge. On September 15, 1961, the Oregon and Washington State Highway Commissions entered into an agreement to construct the bridge. Active construction was started on November 5, 1962.

(2) There was a total of nine contracts involved in the construction of the bridge. These are as follows:

Delong Corporation, New York, awarded June 29, 1962 in the amount of $7,868,000.33 for substructure.

J.H. Pomeroy & Co. and Ben C. Gerwick, Inc., San Francisco, awarded April 25, 1963 in the amount of $3,777,140 for Desdemona Sands Viaduct.

United States Steel Corporation, Portland, awarded May 10, 1963 in the amount of $10,121,862 for superstructure.

Raymond International, Inc., New York, awarded July 13, 1964 in the amount of $5,358,964 for completion of substructure.

Pacific Concrete Co., Portland, awarded September 25, 1964 in the amount of $1,123,333 for construction of the Oregon Approach.

Umpqua River Navigation Co., Reedsport, awarded December 15, 1964 in the amount of $385,000 for rip rap.

D. A. LaVelle Construction Co., Portland, awarded July 18, 1963 in the amount of $7,142 for demolition work.

All-City Tree and Landscape Service, Portland, awarded March 23, 1966 in the amount of $41,765.95 for landscaping.

J.N. Conley, Inc., Portland, awarded in the amount of $238,285.10 for the construction of the Washington Approach.

(3) The bridge is built to carry any legal highway load. It is designed to withstand gusts of winds of 150 miles an hour and the concrete piers are built to withstand river flood speeds of nine miles per hour.

(MORE)

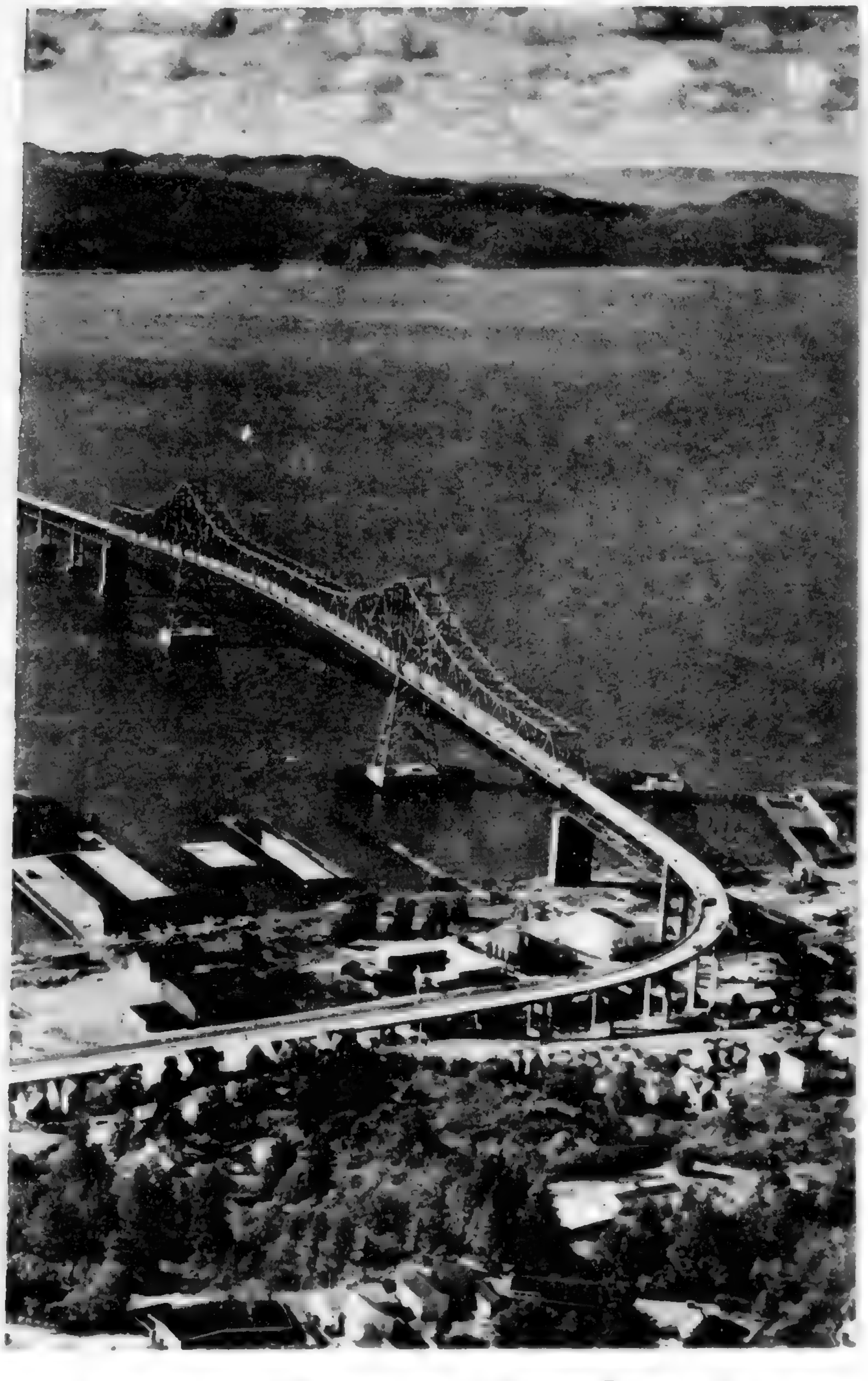
(4) At the bid opening on November 15, 1961, the Harris Trust and Savings Bank, The First National Bank of Oregon, Portland, The Chase National Bank, and Associates were low bidders on $12,000,000 series 1962-B bonds. Their effective interest rate was 3.334 per cent and the total interest cost is $7,401,600.

At the bid opening on January 22, 1963, the Bank of America N.T. & S.A., (National Trust and Savings Association) The First Boston Corporation, and Associates were low bidders on $12,000,000 Series 1963 bonds. Their effective interest rate was 2.9885 per cent and the total interest cost is $6,276,025.

The interest payments on the $24,000,000 in bonds total $ 13,677,625.

END

THE ASTORIA BRIDGE



facts about the bridge

PUBLISHED BY THE OREGON STATE HIGHWAY DEPARTMENT

The Astoria Bridge, which was formally dedicated August 27, 1966, stretches 4.1 miles from Astoria, Oregon, across the mouth of the Columbia River, to Point Ellice, Washington. It has what is believed to be the longest continuous three-span through truss series of any bridge in the world.

The Columbia River was discovered by Captain Robert Gray, a Boston fur trader, on his second voyage up the Pacific Coast in 1792 and named after his ship, the Columbia **Rediviva.** It was in 1811 that Astoria, the site of the first permanent settlement in the Oregon country, was established by men of the Pacific Fur Company owned by John Jacob Astor.

EARLY HISTORY

North and south traffic across the mouth of the Columbia River had been a problem for years and it wasn't until 1921 that scheduled ferry service from Astoria to the Washington side was established. Following the end of World War II in 1946, the operation of the ferry system was taken over by the State of Oregon with operational control being assigned to the State Highway Department.

A bridge linking the two states at this point had been under discussion for many years and as motor vehicular traffic increased the need became ever more imperative. In 1953, through the cooperative efforts of the two states, a fund of $50,000 was authorized to conduct a feasibility study. In 1957 the Legislatures of the two states each appropriated $100,000 for preparing complete and final plans for the bridge.

Governor Mark O. Hatfield signed into law House Bill No. 1457 authorizing the sale of $24,000,000 in bonds and providing for construction of the bridge, the imposition and collection of tolls for use of the bridge, and authorizing any other necessary action in connection with the bridge. Washington enacted Chapter 209, Washington State Session Laws of 1961 authorizing that State's participation in the project. On September 15, 1961, the Oregon and Washington State Highway Commissions entered into an agreement to construct the bridge.

OREGON APPROACH

From the south, the new section of US101 begins at a toll station just off Astoria's Marine Drive and curves counterclockwise through a full 360 degrees as the Astoria approach rises to the ship channel. It then makes a long leap high across the main ship channel near the south river bank. Here it descends to 25 feet above sea level for more than 10,000 feet across the sometimes dry Desdemona Sands, then climbs briefly again for 49 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

The Astoria approach utilizes prestressed concrete beam spans set on concrete piers, located to avoid overloading the slide-prone Astoria hills. From its beginning in a turn north off Marine Drive, the approach rises in a gradual curve, crosses Marine Drive once, continues the curve in an easterly direction, still gaining altitude, and recrosses Marine Drive a second time on roughly a north-south axis.

At this point, a steel deck truss section carries the roadway to the 2,464-foot three-span through truss section across the main

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OREGON APPROACH

From the south, the new section of US101 begins at a toll station just off Astoria's Marine Drive and curves counterclockwise through a full 360 degrees as the Astoria approach rises to the ship channel. It then makes a long leap high across the main ship channel near the south river bank. Here it descends to 25 feet above sea level for more than 10,000 feet across the sometimes dry Desdemona Sands, then climbs briefly again for 49 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

The Astoria approach utilizes prestressed concrete beam spans set on concrete piers, located to avoid overloading the slide-prone Astoria hills. From its beginning in a turn north off Marine Drive, the approach rises in a gradual curve, crosses Marine Drive once, continues the curve in an easterly direction, still gaining altitude, and recrosses Marine Drive a second time on roughly a north-south axis.

At this point, a steel deck truss section carries the roadway to the 2,464-foot three-span through truss section across the main channel. Crossing the main ship channel, the lowest steel member of the center span is nearly 200 feet above mean low water and stretches 1,232 feet between the two steel towers supporting the center span of the three-span continuous through truss, thus providing clearance enough to float the U.S. Navy's biggest battleship under the bridge at high tide. The towers are mounted on concrete piers protected by timber piling fenders, leaving a ship channel 1,070 feet wide. The concrete piers extend to 70 feet below mean sea level and some of the foundation pile under the pier extend another 190 feet below the concrete to 260 feet below mean sea level.

WASHINGTON APPROACH

From the north end of the three-span through truss, the roadway descends by steel deck truss and steel plate girder sections to an elevation 25 feet above mean sea level, then proceeds across Desdemona Sands. Here 140 prestressed concrete deck spans, 80 feet long rest on prestressed concrete piling, each of which are four feet in diameter.

As the 11,200-foot viaduct approaches the seldom used north ship channel, the span length increases to 150 feet and steel plate girders on concrete piers again raise the roadbed. Here seven 351-foot-long steel through truss spans cross the channel, providing clearance of 49 feet in height and 335 feet in width at mean low water under the center span. At this location, the concrete piers are the deepest, extending to 85 feet below mean sea level. Piles which support the pier extend another 51 feet below the bottom of the pier to a total of 136 feet below mean sea level. A 150-foot steel girder span carries the roadway down to the Megler approach.

The deck contains two 14-foot lanes, with an additional one and one-half foot safety curb and handrail on each side.

The bridge is designed to withstand some of the toughest attacks of nature. Gusts of winds of 150 miles per hour from the fierce Pacific storms that occasionally batter the coast still leave the bridge with a safety factor. The concrete piers are built with an eye toward the river flood speed of nine miles per hour when whole trees sometimes are swept along by the raging water.

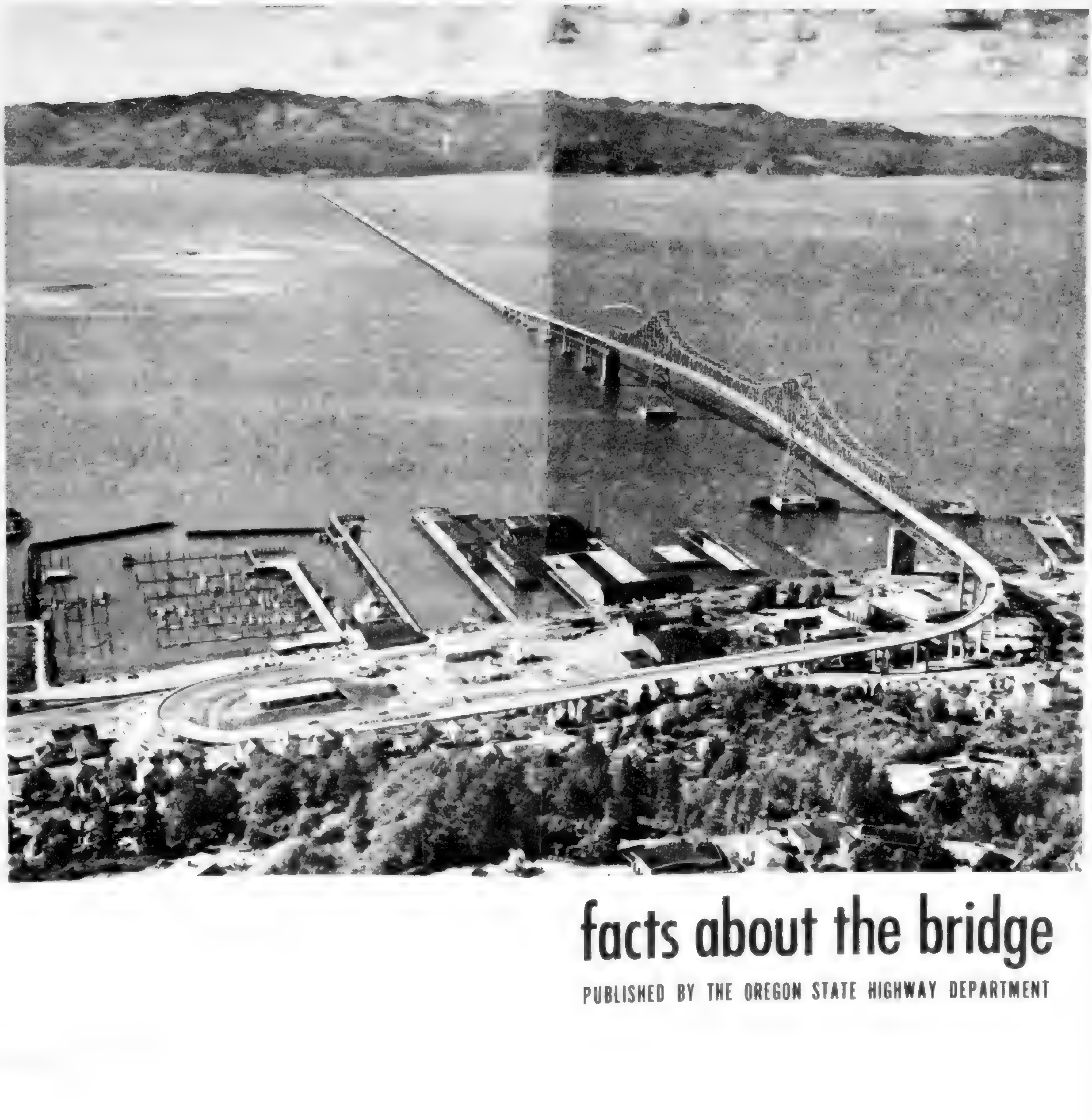
PROJECT STARTED

On August 9, 1962, Oregon's Governor, Mark O. Hatfield, turned the first shovelful of dirt on the river bank in Astoria marking the official start of the project. The actual construction work began on November 5, 1962.

Several interesting items involved in the construction of the bridge are the following. There were 48,500 cubic yards of structural excavation; 158,785 linear feet of steel piling; 134,090 linear feet of timber piling; 76,496 linear feet of 14-inch prestressed concrete piling; 38,772 linear feet of 48-inch round prestressed concrete piling; 97,995 cubic yards of concrete; 6,005 tons of metal reinforcing; 12,500 tons of structural steel; 43,290 linear feet of aluminum parapet rail; and 440,000 board feet of treated lumber.

The toll booths are located on the Oregon side of the bridge, with travelers in either direction paying their tolls here. Also located in the toll plaza complex is an Administration Building which houses, among other things, a Travel Information Center. This center gives aid to travelers in planning their trips.

THE ASTORIA BRIDGE

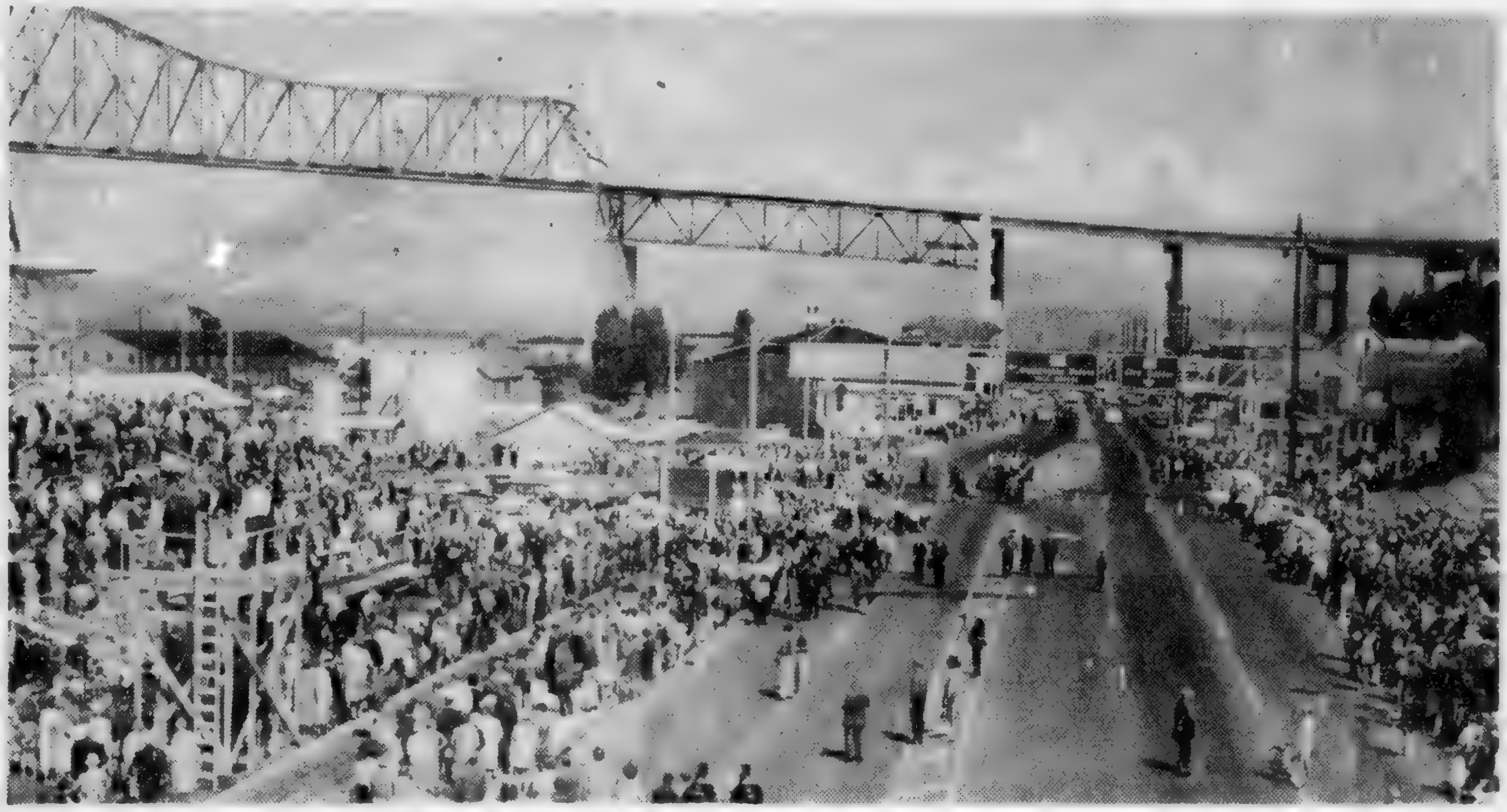


facts about the bridge

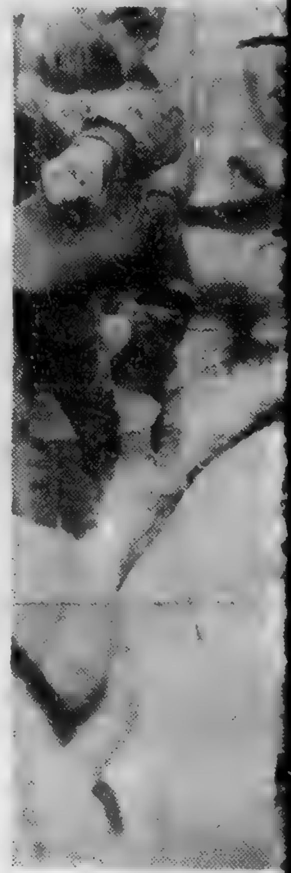
PUBLISHED BY THE OREGON STATE HIGHWAY DEPARTMENT

LONGVIEW DAILY N

127th ISSUE, 44th YEAR LONGVIEW, WASHINGTON, MONDAY, AUGUST 29, 1966



This crowd, estimated at 30,000 beforehand, gathered Saturday to the Astoria Bridge dedication ceremony and to see the Astoria Regatta parade before the speeches began. The bridge forms the final link of U.S. Highway 101 from Tijuana, Mexico, to Olympia. Skeptics called it the "bridge to nowhere" before its completion, but its many supporters believe it will open up the Oregon and Washington beaches to a boom in the tourist industry. Photos by Archie Satterfield.



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Astoria Bridge
Formally Open

FINAL LINK COMPLETED IN HIGHWAY 101 — Govs. Mark Hatfield of Oregon (left) and Dan Evans of Washington State point to the completed Astoria-Megler bridge across the Columbia River during the dedication ceremonies Saturday. The bridge is the last major link completed in Highway 101, which runs [illegible]

Dedication Is Favored By Sunshine

By ARCHIE SATTFRFIELD
Daily News Staff Writer

ASTORIA—A crowd estimated at 30,000 gathered here Saturday for the dedication and formal opening of the new Astoria Bridge.

The weather couldn't have been more perfect. A storm which pounded the coast Friday and Friday night blew itself out, and the day dawned clear and warm with a slight breeze to snap the flags of the United States, Washington and [illegible]

DAILY NEWS

A DAILY FLOW OF NEWS
TIMELY AS THE TIDES

GVIEW, WASHINGTON, MONDAY, AUGUST 29, 1966

TEN CENTS 3 SECTIONS 22 PAGES

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ieve it will open up the Oregon and
o a boom in the tourist industry.
erfield.

YOU DON'T SCARE ME — This Grants Pass apeman failed to frighten two small girls, although he tried hard enough. The apemen and assorted clowns kept politicians and onlookers on their toes with a series of pranks during the Astoria Bridge dedication Saturday.

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Writer

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The weather couldn't have been more perfect. A storm which pounded the coast Friday and Friday night blew itself out, and the day dawned clear and warm with a slight breeze to snap the flags of the United States, Washington and Oregon flying over the grandstand at the toll plaza.

Grandstands had been erected at the toll plaza for the dignitaries of both states, and another across the highway for onlookers. Both were packed, and the crowd overflowed onto the highway and onto the new grass under the bridge approach.

The dignitaries' grandstand was well represented with Washington legislators who thronged to the Long Beach Peninsula for seven committee meetings Friday and Saturday, with the dedication thrown in as a bonus.

Using the Longview Bridge and Interstate Bridge at Vancouver as examples of trans-Columbia bridges paying for themselves ahead of schedule, both Govs. Dan Evans and Mark Hatfield predicted that the Astoria span would pay itself off before the scheduled bond expiration.

During the ceremony, Gov. Hatfield presented the flag from the retired ferry M. R. Chessman to the widow of the man for whom the ferry was named, and a flag placed on the bridge by the contractor was given to the Maritime Museum in Astoria.

TRAFFIC HALTED

While the crowd in Astoria listened to the speeches and were entertained by a parade, several hundred vacationers, unaware that the bridge would be closed for the three-hour period, cooled their heels at either end of the bridge.

Highway department employes understood the reasoning behind the temporary closure (to permit the parade and dedication speeches without traffic interfering), but they nonetheless were amazed that a U. S. Highway would be closed for such a reason.

The ceremony was dominated by the two governors' speeches, and two highway commission chairmen, Glenn L. Jackson of Oregon and Elmer

SUCCESSFUL LAWMAKER—Rep. William Holmstrom of Gearhart was the man who made the trans-Columbia bridge a reality, despite the general belief it was impossible. But he had a back seat at the dedication.

He was overshadowed and generally ignored by a group which included the two governors, members of the U.S. congressional delegation, gubernatorial and U.S. Senate candidates, and many others more aggressive in public than the mild-mannered Holmstrom.

He took it all in stride and laughed heartily when asked how it felt to be sitting on the tailgate of his own bandwagon.

An unofficial census had been taken of the legislators on the Washington side, and the going joke was that some of the most vocal proponents of the bridge Saturday were men and women who fought it in both state capitols and voted against it at least once.

When told that a wire service had given him credit for the bridge, no other names mentioned, he looked genuinely surprised.

"Where did you see that?" he asked. "Is it in today's paper?"

He looked a little happier as he moved back to the last row of the bleachers to watch more famous politicians speak of the trials and tribulations involved in making the trans-Columbia bridge a reality.

PARADE STAGED

The ceremony was preceded by a parade past the grandstand, with each float or group stopping for a bow to the dignitaries. The usual amount of

No traffic count was taken Saturday, but Astoria officials were certain it was the heaviest in the city's history.

After the speech - making, which lasted about an hour, the governors and Miss Washington, Sandra Lee Marth, and Miss Oregon, Estrellita Schiel, left the stand and went to the toll plaza where a yellow ribbon held the toll gates together.

Several of the ever-present apemen dashed up and started kibitzing Gov. Evans. Among the "gifts" thrust at him was an imitation jawbone of an animal, teeth and all.

"I hope this isn't from an ass," Gov. Evans quipped.

TRAFFIC RESUMES

With the ribbon-cutting ceremony over, the area was cleared and traffic resumed. Washington legislators piled into school buses provided by the Long Beach Peninsula communities, and returned to the north shore.

They were guests at a social hour at the Long Beach Elks Lodge, sponsored by Norman A. Howerton, president of the Telephone Utilities, Inc.

This was followed by a salmon bake at the Long Beach Grange Hall. Both events were well attended by the legislators.

The beautiful weather and peninsula hospitality convinced most of them the visit was

IN HIGHWAY 101 —
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Daily News Staff Writer

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The ceremony was dominated by the two governors' speeches, and two highway commission chairmen, Glenn L. Jackson of Oregon and Elmer C. Huntley of Washington, the only speakers for the day. Other lawmakers, such as Rep. Julia Butler Hansen of Cathlamet, were introduced but gave no speeches.

HOLMSTROM IGNORED

But far back in the stands, in the last row, more often alone than in a group, was State Rep. William (Bill) Holmstrom, the Gearhart legislator who confounded his constituents, and most of the Northwest, by plucking the bridge dream out of the air and getting a signature on the bill authorizing its construction.

It should have been his day, but he is only a state representative.

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PARADE STAGED

The ceremony was preceded by a parade past the grandstand, with each float or group stopping for a bow to the dignitaries. The usual amount of good-natured nonsense was carried off by Astoria clowns and Grants Pass apemen.

Afterward, one apeman loped over to a vacant chair beside two small girls. He sat down and glared at them.

They ignored him.

"Do I scare you?" he demanded.

They shook their heads negatively and looked in another direction.

He got up and loped off, some of the bounce gone from his menacing stride.

The ceremony contributed heavily to the economy of towns on both sides of the river, and traffic was snarled up and down the beaches all day and late into the night.

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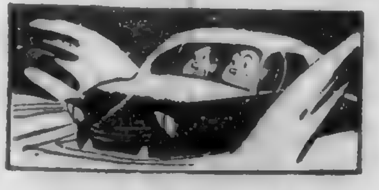
This was followed by a salmon bake at the Long Beach Grange Hall. Both events were well attended by the legislators.

The beautiful weather and peninsula hospitality convinced most of them the visit was worth another day, and several went salmon fishing Sunday and attended a smorgasbord at the Long Beach Elks Lodge Sunday afternoon.



CHANCE OF A FEW showers Tuesday. High in 60s; low in 40s. See weather Page 8.

LOCAL TEMPERATURES
(24 hours ending 7 a.m.)
Maximum—74 Minimum—46
Rainfall—None
RIVER READINGS
Cowlitz—4.3 Columbia—3.5

file

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MATERIAL FURNISHED TO MR. JACKSON 8-26-66
ASTORIA BRIDGE SPEECH

Highway 101 is designated as such from a point on the Mexican border between National City, California, and Tijuana, Mexico, northerly through San Diego, Los Angeles, Santa Barbara, Paso Robles, Salinas, San Jose, San Francisco (via Golden Gate Bridge) Santa Rosa, Eureka, Crescent City, along the coast of Oregon to Astoria, thence northerly in Washington through Long Beach, South Bend, Raymond, Aberdeen-Hoquiam, thence up the Olympic Peninsula and easterly to Port Angeles, thence southerly along the westerly side of Puget Sound to Olympia (map). The Astoria Bridge is the final link in the route.

The length:

California	917
Oregon	344
Washington	364
Total	1,625

The total amount spent on US101 in Oregon is $ 108,152,455.

The total amount spent on Lower 30 (Portland to Astoria in the past five years is $ 13,205,000.

The total amount spent on the Nehalem Secondary in the past five years is $ 818,000.

The total amount spent on the Sunset Highway in the past five years is $ 10,531,000.

The total of the three items above equals

$ 24,554,000 .

The total amount spent on all other access roads from the interior to Highway 101 is $ 30,754,000 .

The coastal area as served by Highway 101 began to be recognized as a valuable recreational area, both public and private, about 1930.

The total number of State parks on Highway 101 is 53 .

The attendance in 1965 was Day Use - 7,590,000
Overnight Camp - 712,800

Chairman Elmer Huntley lives in Thornton, Washington (population 250), approximately 30 miles south of Spokane.

There are 53 state parks along the Oregon Coast Highway in which the attendance for 1965 was:

Day use (51% of entire state use)	7,590,000
Overnight camps (63% of entire state use)	712,800

Cape San Sebastian - Purchased in 1925 for scenic overlook. Development of road, overlook in late 1930.

Boiler Bay - Purchased in 1926. Picnic facilities provided in 1930.

Humbug Mountain - Purchased in 1926. Development of picnic area in 1930 by CCC.

Rocky Creek - Purchased in 1926. Viewpoint and toilet facilities in 1935 by CCC.

Harris Beach - Purchased in 1926. Picnic area developed in 1941. Overnight camp in 1955.

Honeyman State Park - Purchased in 1929-1930. Development by CCC started in 1930.

Ecola State Park - One-half donated in 1932. Purchase made later of remaining half. Development started by CCC in late thirties.

Oswald West - First parcels donated in 1931. Additional land purchased through 1950. Some development by CCC in 1935. Extensive development 1945-1950.

Yaquina Bay - Gift of US Lighthouse Service in 1934. Picnic development in 1935 by CCC.

BIOGRAPHICAL INFORMATION RE GOVERNOR DANIEL J. EVANS

Inaugurated - January 1965 (Republican)

Term expires - January 1969

Born in Seattle, Washington

Received BS and MS at the University of Washington 1948 and 1949

Married and has three sons

Civil and structural engineer

Served as Naval Officer in Pacific Theatre during World WAR II and Korean War

Admiral's aide at Peace Negotiations at Panmunjom.

Discharged as Lieutenant, Senior Grade in 1953

Public offices include:

Member, Washington House of Representatives, 1956-1964
House Minority Floor Leader, 1960-1964

Governor of Washington since 1965

Member of the Washington State Society of Professional Engineers

Member of the American Society of Civil Engineers.

(Information furnished by Governor Hatfield's office)
8-26-66

RECEIVED
SEP 16 1966
FOR FILING

7-25-66

F-1005-1(16) ASTORIA REGATTA, BRIDGE DEDICATION & WALDORF VISITORS

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Latest revised tentative agenda - 8/25 to 8/28

NORTH SHORE

Date	Time	Event	Place
8/26		Wash. Legislative Comm. meeting Golf, Boat rides, etc.	
8/27	9:00 a.m.-12:00 p.m.	Wash. Legislative Comm. meeting	
	2:00 p.m.	Bridge Dedication	
	5:00 p.m.	Social Hour	Elks Club L.B.
	6:00 p.m.	Salmon Bake	Grange Hall?
	9:00 p.m.	Governor Evans Ball	Elks Club L.B.
8/28		Charter Fishing	

SOUTH SHORE

Date	Time	Event	Place
8/25	8:00 p.m.	Queen's Coronation	Astoria H.S.
	a.m.	Industry tour for Waldorf Visitors	
	12:00 noon	Luncheon " " "	
	p.m.	Historic House Tour " "	
	Evening	Attend Regatta Coronation "	
8/26	a.m.	Long Beach Peninsula Tour by W.V.	
	12:00 noon	Lunch on Peninsula " "	
		Queen's Luncheon	Astoria H.S.
	p.m.	Visit Fort Clatsop " "	
	6:30 p.m.	Regatta Kiddies Parade	Downtown Astoria
	8:00 p.m.	Teenage Dance	Astoria Armory
8/27	9:30 a.m.	Finnish of Portland-Astoria Marathon Boat Race	Astoria E. Basin
	11:30 a.m.	Start of Grand Parade	Downtown Astoria
	12:00 p.m.	Bridge closes to traffic	Ore. & Wash.
	2:00 p.m.	Dedication Ceremonies	Ore. Bridge Appr.
	3:30 p.m.	Bridge reopens to traffic	Ore. & Wash.
	4:00 p.m.	Fish Barbecue starts	4-H Grounds
	8:00 p.m.	Semi-Pro Football Game "Lake Oswego Thunderbirds vs. Tacoma Tyee's"	Gyro Field
	9:00 p.m.	Adult Dance	?
8/28	10:30 a.m.-5:30 p.m.	Boat Races	Cullaby Lake

ASTORIA BRIDGE

THE SEAL OF THE STATE OF WASHINGTON 1889

STATE OF OREGON 1859

Dedication Program

DEDICATION

Communications breed economic growth.

With the dedication of this magnificent structure, the Astoria Bridge, the last major obstacle in a continuous vehicular route along the Pacific coast between Mexico on the south and Canada on the north has been eliminated.

This stretch of water where the Columbia River joins the Pacific Ocean has proved a formidable adversary to man's transportation progress in this area for countless ages.

It is on the auspicious occasion of the dedication of the Astoria Bridge that we pay humble homage to all who have labored in any way to make this dream of a structural bridging of this mighty river here come true.

August 27, 1966.

THE SEAL OF THE STATE OF WASHINGTON
1889

STATE OF OREGON
1859

MARK O. HATFIELD
Governor of Oregon

All Oregon and indeed all the West has reason to rejoice as we pause to dedicate this tremendous structure we call the Astoria Bridge. It is the last major link in easy vehicular travel on Highway US 101 along the Pacific Coast from Mexico to Canada.

The addition of this man-made wonder to our Northwest Coast removes the last obstacle to the free flow of tourism, trade and commerce between our states. It is in itself sufficient stimulus to draw tourists to Oregon. And certainly it will do much to enhance the personal as well as commercial concerns of those who make their homes on the Oregon coast.

The construction of the bridge was a tremendous undertaking. In a way, it characterizes the new era of greatness—of social and economic growth, to which Oregon has dedicated itself in its second century of statehood. So it stands as much a symbol of our progress as well as a source of pride to us all.

MARK O. HATFIELD
GOVERNOR OF OREGON

It is particularly significant for me to join with you today in congratulating the engineers and the builders and the people of Oregon on the completion of this fine structure. Not only as the governor of your neighboring State of Washington, but also as a professional engineer, I stand with pride and admire this excellent engineering achievement. This span stands as a symbol of men with vision who dreamed and worked to develop this new bridge between our two states.

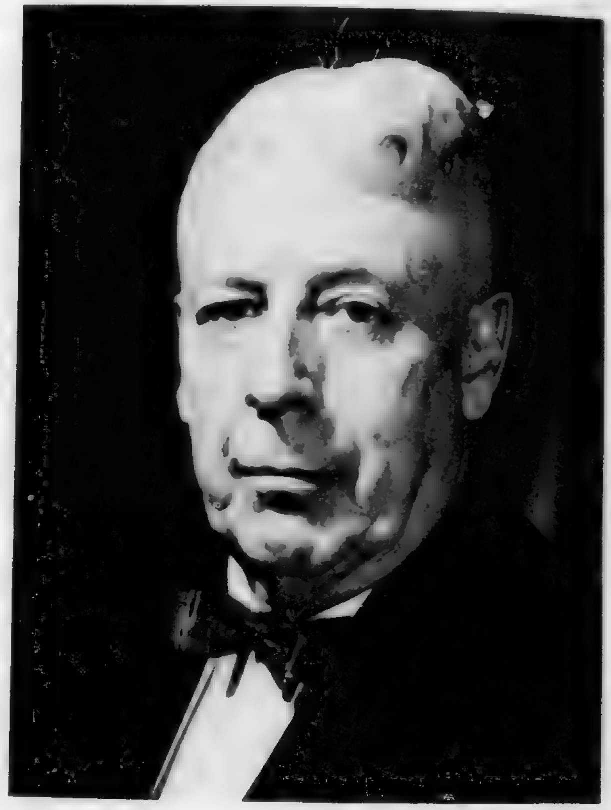
Undoubtedly, this structure will serve as a magnet for tourists and residents alike. There will be an increase of commerce between the communities on both sides of the Columbia River. Already I have been told of real estate developments in which nearly a thousand separate parcels of land were placed on the market one day and exactly one month later, only seven parcels were left unsold. We expect that on our side of the river, Pacific and Grays Harbor Counties will see an increase in payrolls of approximately $1,000,000 a year. Capital investments in new and expanded businesses are expected to total about $12,500,000 and property values to increase by more than $4,000,000. This entire area of the Columbia, on both sides of the river, has been somewhat removed from the economic expansion which has been enjoyed by both of our states in recent years. This bridge will tie together the Pacific Coast Highway giving each of our states a vital route which will generate a new thrust of expansion for this very deserving area. This is indeed a proud day for Washington and Oregon.

Daniel J Evans

DANIEL J. EVANS
GOVERNOR OF WASHINGTON

DANIEL J. EVANS
Governor of Washington

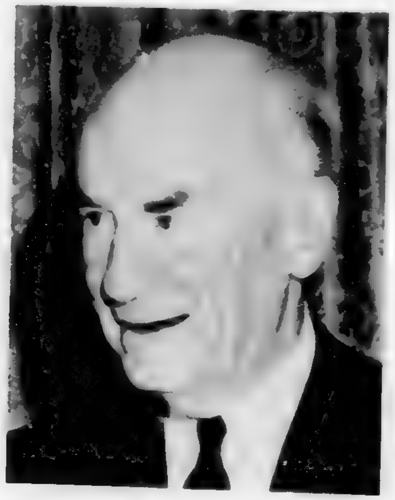
OREGON STATE HIGHWAY COMMISSION



FORREST COOPER
State Highway Engineer

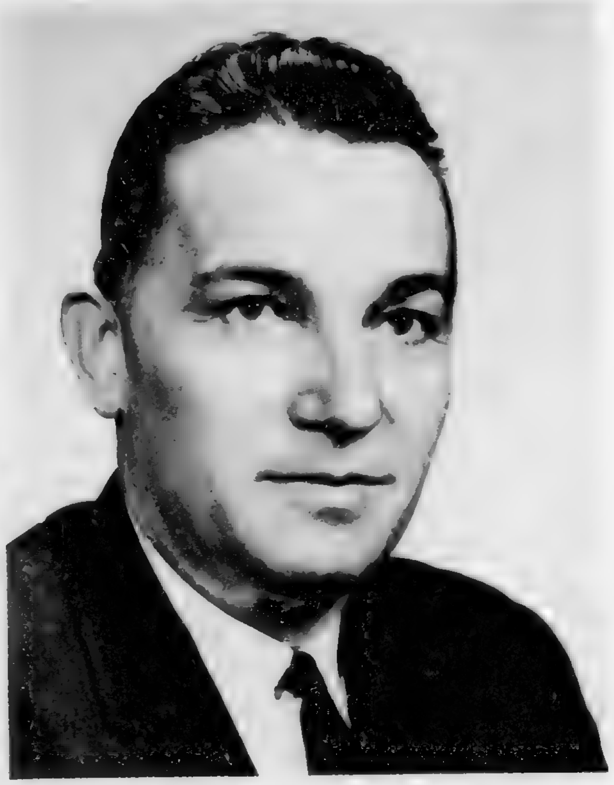
GLENN L. JACKSON
Chairman

KENNETH N. FRIDLEY
Member



DAVID B. SIMPSON
Member

WASHINGTON STATE HIGHWAY COMMISSION



CHARLES G. PRAHL
Director of Highways

ELMER C. HUNTLEY
Chairman

GEORGE D. ZAHN
Member

ROBERT L. MIKALSON
Member

HAROLD WALSH
Member

JAMES M. BLAIR, SR.
Member

THE BRIDGE

A bridge linking Oregon and Washington across the mouth of the Columbia River has been under consideration for many years. Through the years as automobile traffic increased, the need became ever more imperative. In 1953, through the cooperative efforts of the Oregon State Highway Department, the Washington Toll Bridge Authority, Pacific County in Washington and the Port of Astoria, a fund of $50,000 was established to conduct a feasibility study. In 1957, the Legislatures of Oregon and Washington each appropriated $100,000 for preparing complete and final plans for the bridge.

Governor Mark O. Hatfield signed into law on April 27, 1961, House Bill No. 1457 (Chapter 345, Oregon Laws 1961) authorizing the sale of $24,000,000 in bonds and providing for construction of the bridge, the imposition and collection of tolls for use of the bridge, and authorizing any other necessary action in connection with the construction, maintenance and operation of the bridge. Washington enacted Chapter 209, Washington State Session Laws of 1961, authorizing that state's participation in the project. On September 15, 1961, the Oregon and Washington State Highway Commissions entered into an agreement to construct the bridge. A supplemental agreement between the two states, signed on May 25, 1962, provided for the acceptance of token Federal funds in connection with the project.

The bridge has been built at a cost of more than $24 million dollars and stretches 4.1 miles from Astoria, Oregon to Point Ellice, near Megler, Washington. It is believed to have the longest continuous through truss series in the world. The main ship channel span of the bridge is 1,232 feet, which with the 616-foot end spans combines into a continuous truss 2,464 feet in length. It closes the last major water gap in vehicular travel along the Pacific coast from Mexico on the south to Canada on the north.

Approaching the Astoria Bridge from the south, a new section of US 101 begins at a toll station just off Astoria's Marine Drive and curves counter-clockwise through a full 360 degrees as the Astoria approach rises to the ship channel. It next makes a long leap high across the main ship channel near the south river bank. It then descends to 25 feet above sea level for more than 10,000 feet across the sometimes dry Desdemona Sands. It then climbs briefly to provide for 49 feet of vertical clearance over the north ship channel before descending again in a Washington shore approach.

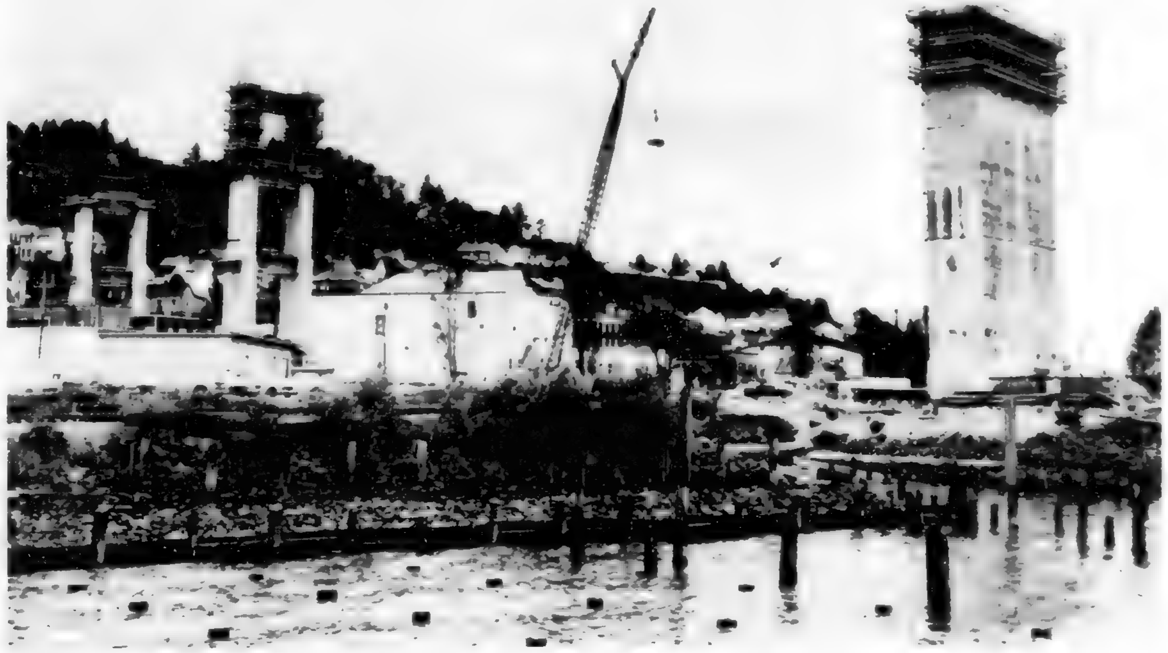
Crossing the main ship channel, the lowest steel member of the center span is nearly 200 feet above mean low water as it stretches between the two steel towers supporting the center span of the three span continuous through truss thus providing clearance enough to float the U. S. Navy's biggest battleship under the bridge at high tide. The towers are mounted on concrete piers protected by timber piling fenders, leaving a ship channel 1,070 feet wide.

As the 11,200-foot viaduct approaches the seldom used north ship channel, the span length increases to 150 feet and steel plate girders on concrete piers again raise the roadbed. Here, seven 351-foot steel through truss spans cross the channel, providing clearance of 49 feet in height and 335 feet in width at mean low water under the center span. At this location the concrete piers are the deepest, extending to 85 feet below mean sea level. Piles which support the pier extend another 51 feet below the bottom of the pier to a total of 136 feet below mean sea level. A 150-foot steel girder span carries the roadway down to the Washington approach.

The deck contains two 14-foot lanes, with an additional

Ground B
Governor
William

Ground Breaking Ceremony, August 9, 1962
Governor Hatfield flanked by State Representative
William H. Holmstrom and State Senator Daniel A. Thiel



Land Piers on Oregon Side

Pier and Approach Construction

405-foot high
derrick on barge

one and one-half foot safety curb and handrail on each side providing a safety walkway for pedestrians in the event of emergencies.

The bridge is designed to withstand some of the most severe attacks of nature. Gusts of winds of 150 miles per hour from the fierce Pacific storms that occasionally batter the coast still leave the bridge with an adequate safety factor. The concrete piers are built with an eye toward the river flood speed of 9 miles per hour when whole trees are some times swept along by the rushing water.

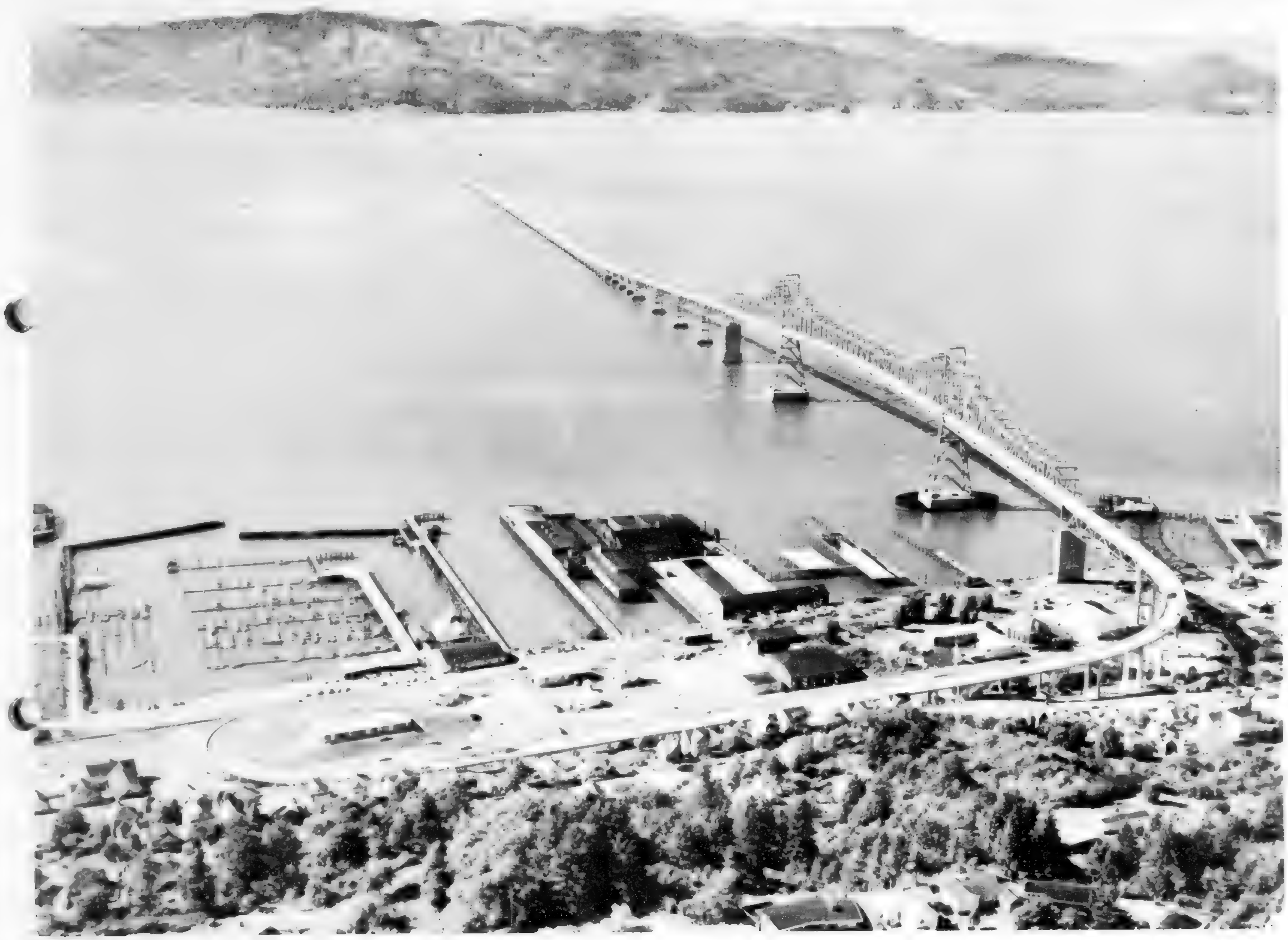
On August 9, 1962, Oregon's Governor Mark O. Hatfield, turned the first shovelful of dirt on the river bank in Astoria with a gold shovel to signal the official start of the project.

Among some of the interesting facts concerning the construction of the Astoria Bridge are the following: 48,500 cubic yards of structural excavation; 158,785 linear feet of steel piling; 134,090 linear feet of timber piling; 76,496 linear feet of 14-inch prestressed concrete piling; 38,772 linear feet of 48-inch round prestressed concrete piling; 97,995 cubic yards of concrete; 6,005 tons of metal reinforcing; 12,500 tons of structural steel; 25,290 linear feet of aluminum parapet rail; and 440,000 board feet of treated lumber.

The toll booths are located on the Oregon side of the bridge with travelers in either direction paying their fees here. Also located in the toll plaza complex is an Administration Building which will house, among other things, a Travel Information Center. This center will provide travelers with the most recent information concerning their itinerary in the State. It will have a large relief map of Oregon and attendants will provide tourists with maps and brochures of places to visit. Also located in the building will be State Police and Highway Department Maintenance personnel.

Placement of final structural steel

Last of concrete goes into parapet wall



Completed Structure
with toll facility and
Administration Building

ASTORIA

Not only is Astoria the site of the first permanent settlement in the Oregon Country but it was on the strength of the settlement that the United States was able to solidify its claim to the entire Pacific Northwest.

Chinookan-speaking Indians held both sides of the Columbia River. The Chinooks were masters of boat design and navigation. Ranging from the one-woman shovel-nose craft to the high-prowed, raked-stern whaling and war canoes capable of carrying 50 warriors, each vessel was designed for a specific purpose. The Chinooks were perhaps the shrewdest of native business men. They controlled the mouth of a great water highway and by extensive trading became wealthy by the standards of their day.

History is replete with stories of adventurers who were washed ashore along the Oregon coast but to Captain Robert Gray, a fur trader out of Boston, is given credit for the discovery of the lengendary "River of the West." On May 11, 1792, Gray and his crew sailed their little ship, the Columbia, after which he named the river, over and around the sand bars blocking the river entrance. He took possession of the river and its entire drainage system, a common practice in those days, in the name of the United States. This was the first legitimate claim to the Oregon Country.

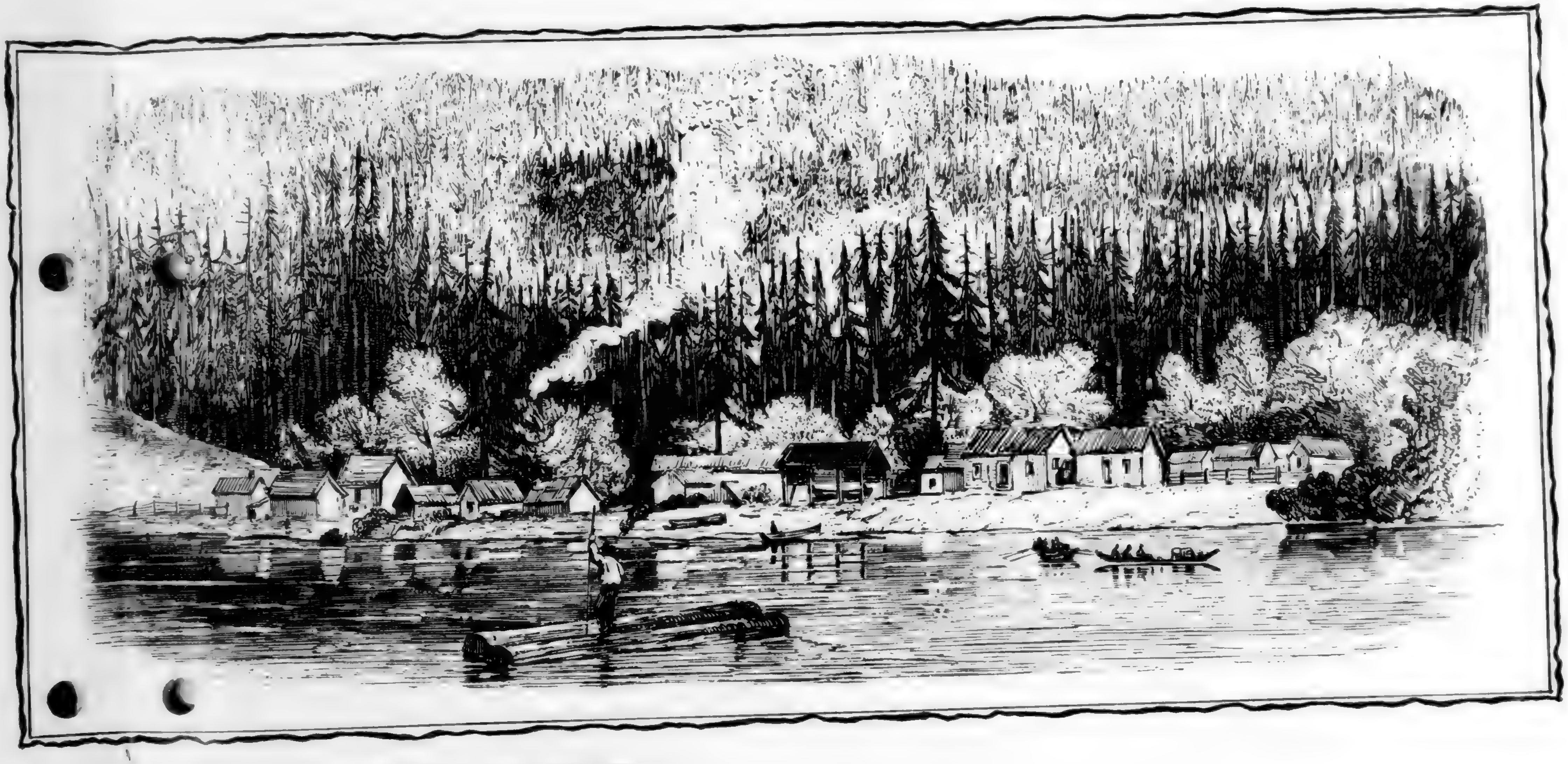
Only 5 months later an English naval officer, Lieutenant William R. Broughton, under the command of Captain George Vancouver, explored the river for nearly 100 miles inland and claimed the region for Great Britain. He based his claim on the premise that "the subjects of no other civilized nation or state had ever entered this river before." Thus were sown the grains of a dispute that lasted for years.

Thomas Jefferson, a visionary, while president dreamed of a United States that stretched from coast to coast. With a weak fledgling nation, he realized something concrete would have to be done to secure this vast western territory for the country. With this in mind, he commissioned a Corps of Discovery, better known as the Lewis and Clark Expedition, to make an overland trip to the Oregon Country as the entire Northwest was called.

The party arrived on the Pacific Coast in late 1805 and with winter coming on felt the establishment of a winter camp was imminent. After much discussion, it was decided to settle on the south bank of the river where the Indians told them chances of survival were better. They passed the future site of the city of Astoria and built Fort Clatsop, the first building erected by white men in the Northwest and also the first military establishment.

On March 22, 1811, the bark Tonquin, the ship sent out by John Jacob Astor to found a trading post, made landfall at the Columbia. After bitter controversy and as a compromise, members of the Pacific Fur Company, Astor's company, selected the south shore site on April 5. They named it Astoria after their employer. The party started immediately to expand their trade and to forestall the threat of English expansion into the area from Canada. An overland party joined the group the following year and efforts were advanced to claim supremacy in the area and to establish a trade agreement with the Russians in Alaska.

A series of disasters and the War of 1812, which the Astorians learned of in 1813, led to the sale of the post to the North West Company, a British concern operating in Canada. Despite desperate efforts to save the post for the United States, Astor refused to pour any more men, money or equipment into the venture. With the threat of British warships sailing to seize the post, it was voted to sell it to the British in



Fort George, or Astoria, Columbia River—
site of the Hudson's Bay Company's Establishment

November 1813 and recoup some of the financial losses. It is believed Astor lost approximately $400,000 in the venture. It was years later, following threats of another war, before United States' claims to the area were reaffirmed.

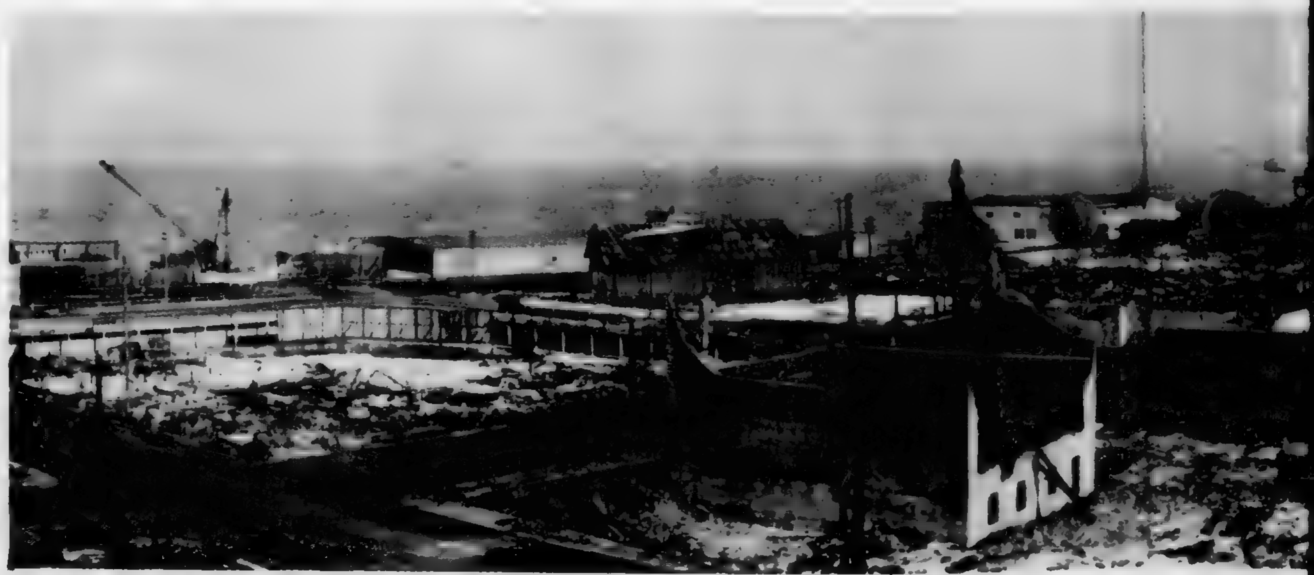
By 1841 all traces of the original fort were gone except for minor buildings and the importance of Astoria as a trading post had long since vanished. During the period 1844-45, the first overland settlers arrived and ships began to appear in increasing numbers. In March 1847, the Astoria post office was opened, the first west of the Rockies. By 1850 the town had established itself as the trading center of the lower Columbia country and its population had grown to 250. The first federal building west of the Rockies was built to house the customs office in 1852. The salmon-canning industry, which became Astoria's chief asset, got its start when the first cannery was built in 1866.

Astoria was on its way and by the 1880's had a population of 2,803 but in 1883, fire, which has continually plagued the city through its history, virtually wiped out the waterfront. In those days the city had wooden streets built on pilings over the water which served as ducts for the flames. The fire swept eastward destroying all the buildings in its path after starting in a sawmill. The ravaged city was rapidly rebuilt following the fire.

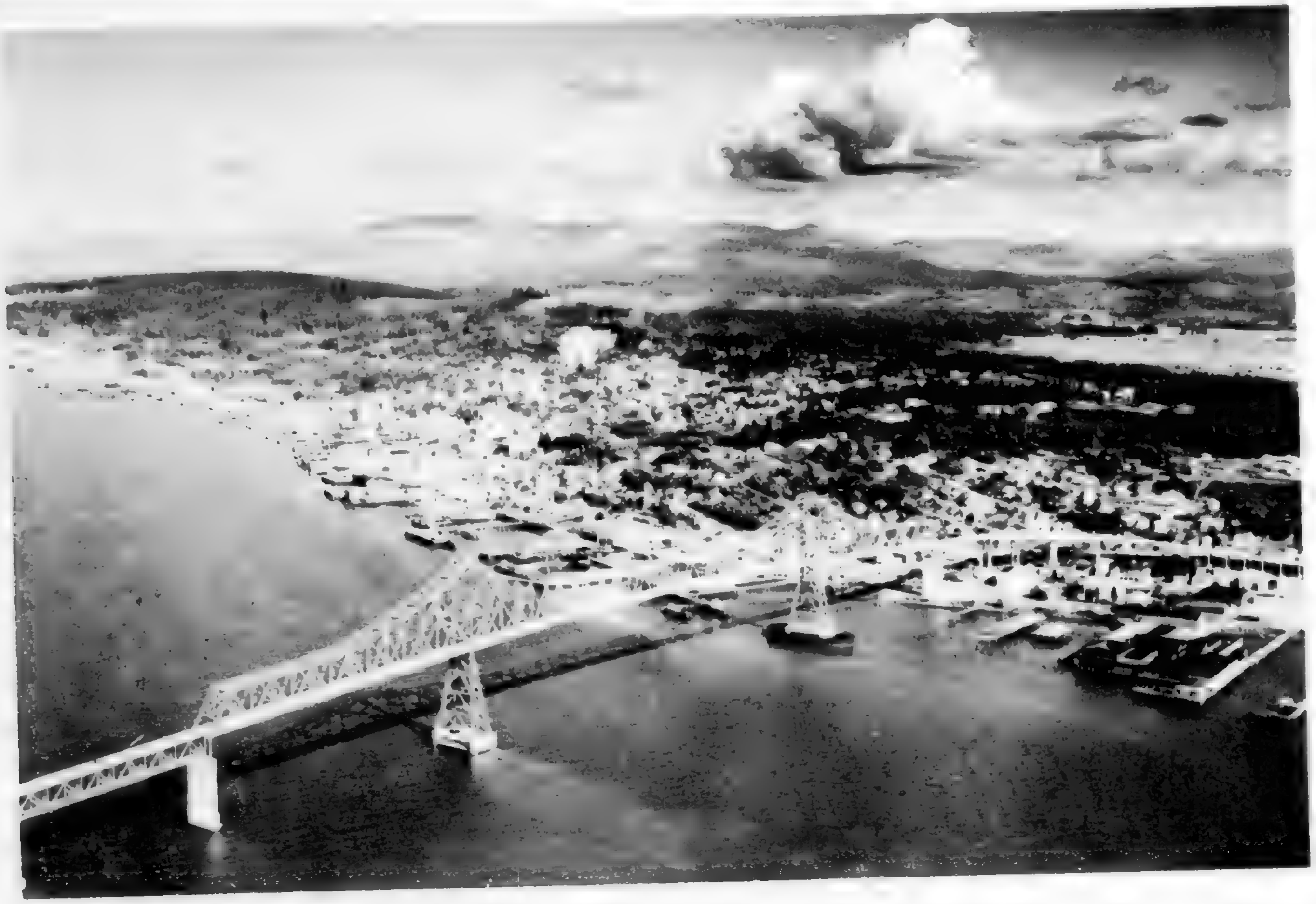
In 1920 with its population of 14,027, it ranked as Oregon's second city. In December 1922, a devastating fire again broke out along the waterfront. Again this portion of the city was built on wooden streets and pilings which acted as ducts. Before the fire was extinguished the following afternoon, 32 city blocks had been reduced to ashes and the entire business district was gone.

Again the citizens launched a rebuilding program, this time making the city fireproof. In a short time the waterfront was completely rebuilt. With its strategic location, Astoria became a center of World War II activity. During the intervening years, the fishing industry has enjoyed new growth and is still a major industry. Lumbering, dairying, and general agriculture, flourishing in the fertile valleys, are all important to the city.

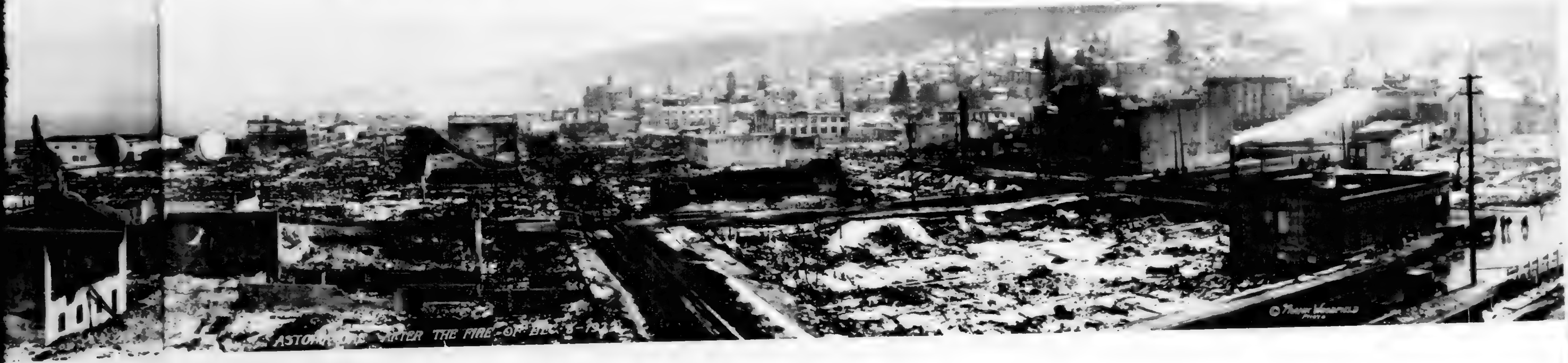
Today, Astoria has a population of 10,500 and with the opening of this new avenue of trade provided by the bridge, a resurgence of vitality and growth is expected.

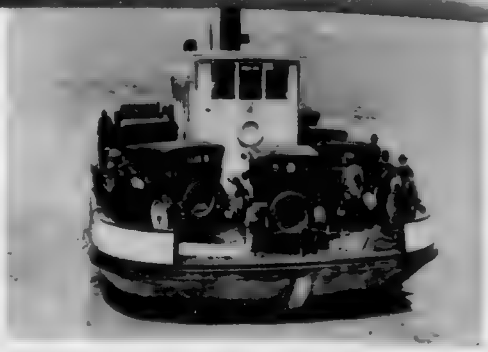


After the fire of December, 1922



Main ship channel span with Astoria in background.
Summer of 1966





Tourist 1 began the ferry service under Captain "Fritz" Elfving in 1921

HISTORY OF THE FERRIES

The legendary "River of the West," as the Columbia was called by the early explorers, has long defied man. Many of these early explorers passed up the opportunity to sail up this mighty river and claim a vast wonderland for their mother country because of the shifting sands and mighty tides at the mouth of the river.

It remained for an American sea captain, Robert Gray of Boston, to verify the existence of this body of water. He first visited the area in 1788 but in May, 1792, he returned and entered the river, naming it after his ship, Columbia. When the expedition of Lewis and Clark reached the area of Astoria in the winter of 1805, the north-south crossing of the river posed a problem. Their unwieldy craft were often swamped and capsized. They were forced to travel several miles upriver to make the crossing safely. They noticed the Indians employed a specially designed canoe to negotiate the trip.

Stories tell of an enterprising individual who lashed two canoes together and placed a platform over them to establish an early ferry in the 1840s. The stories also relate that the crossings were not always successful. Intermittent attempts were made to start a regular ferry service but it was not until 1921 when the automobile began to be a little more than something to scare the horses with that anyone took a serious venture in this field of scheduled ferry service. His friends called him a "crazy Swede" because he was willing to gamble his life's savings on the chance there were enough people wanting to cross the Columbia River at Astoria to make the venture worthwhile, but Captain S. F. "Fritz" Elfving had confidence in the future.

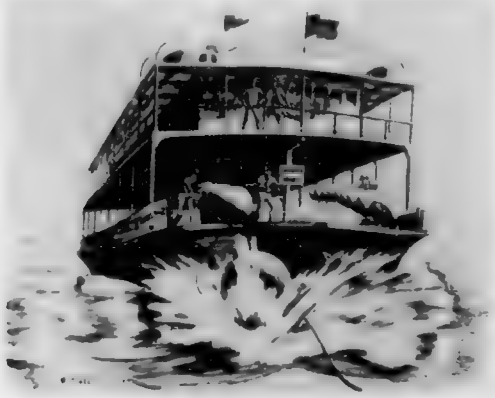
His service began with the Tourist 1 and ran between Astoria, Oregon and McGowan, Washington. Within a decade as automobile traffic increased, the service proved profitable enough for Captain Elfving to purchase two more ferries, naming them appropriately Tourist 2 and Tourist 3.

Competition in those days wasn't as refined as it is today and everything short of warfare, and many times it even approached that, was fair. He overrode all opposition, either buying them out or running them out of business. Following the "ferry war" of the '30s, events were fairly quiet along the river front until a real war broke out in 1941. Hardly had news been received that war had been declared when a detachment of soldiers from nearby Fort Stevens deployed on the dock and commandeered the Tourist 2 for the duration of hostilities.

The vessel was moved to a shipyard and converted to a minelayer. She performed yeoman duty laying and tending the mine fields at the mouth of the Columbia River. For her outstanding service, the U. S. Army awarded her an "E" pennant—the only ship of her type so honored.

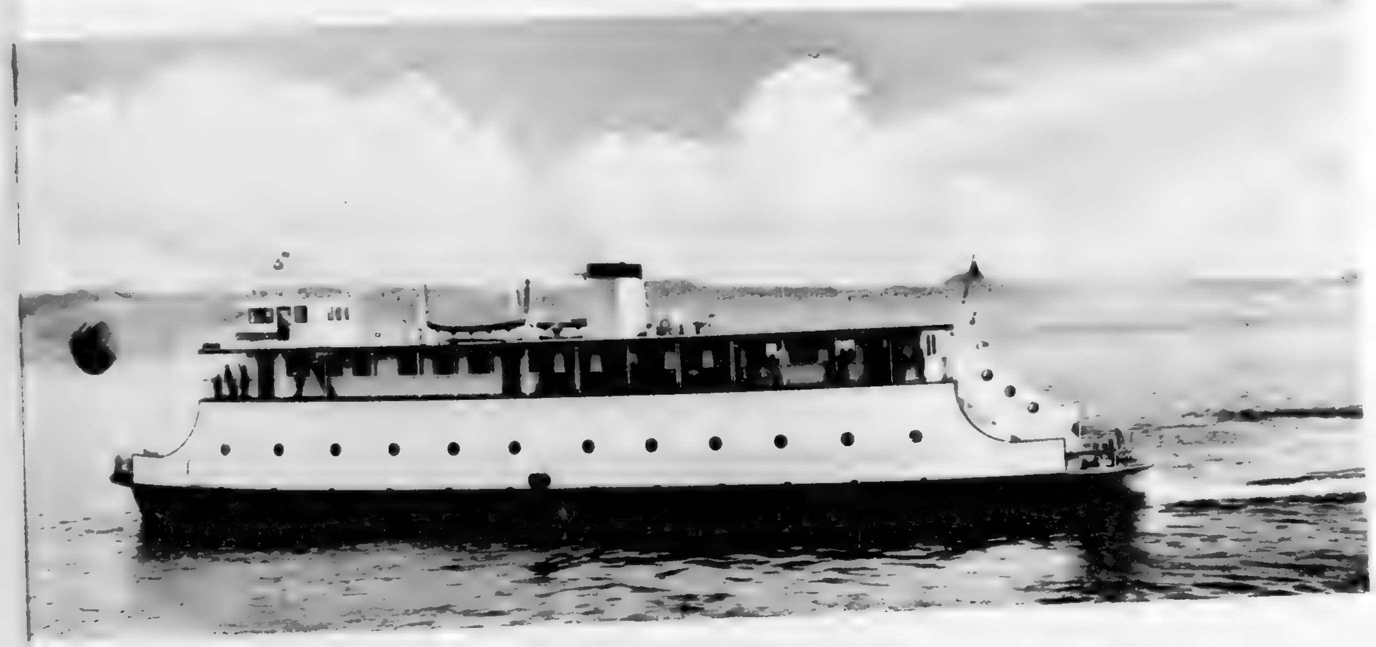
In 1946, the Oregon State Highway Commission purchased the ferries and facilities of the Astoria North Beach Company. Following the war and the resulting lifting of gasoline restrictions, Americans were eager to travel and traffic at the ferry site constantly increased. In many instances, cars were backed up waiting long periods of time for a ferry. The Highway Commission approved plans for an addition to the fleet and the "M.R. Chessman" joined the "highway navy" in April 1948. Anticipating increased travel for the Seattle World Fair, the Commission approved the purchase of the Kitsap in 1958.

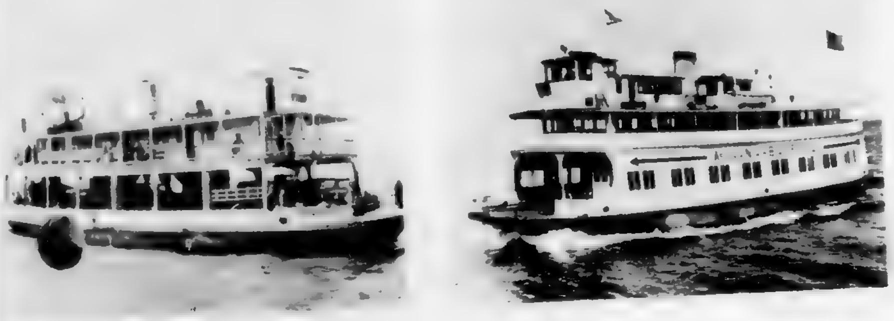
Even with this added help, long lines of waiting traffic at both terminals of the ferry, in Astoria and at Megler, Washington, where the site had been moved from McGowan, attested to the need of improved transportation. So the automobile which created a need for the ferry system led to its demise—a victim of progress that won't be forgotten for years to come.



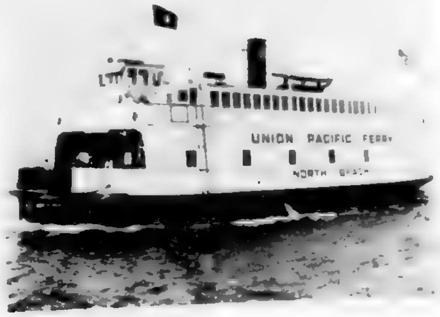
Tourist 2 served in her country's military forces as a minelayer in World War II

Flagship of the "Highway Navy," the M. R. Chessman

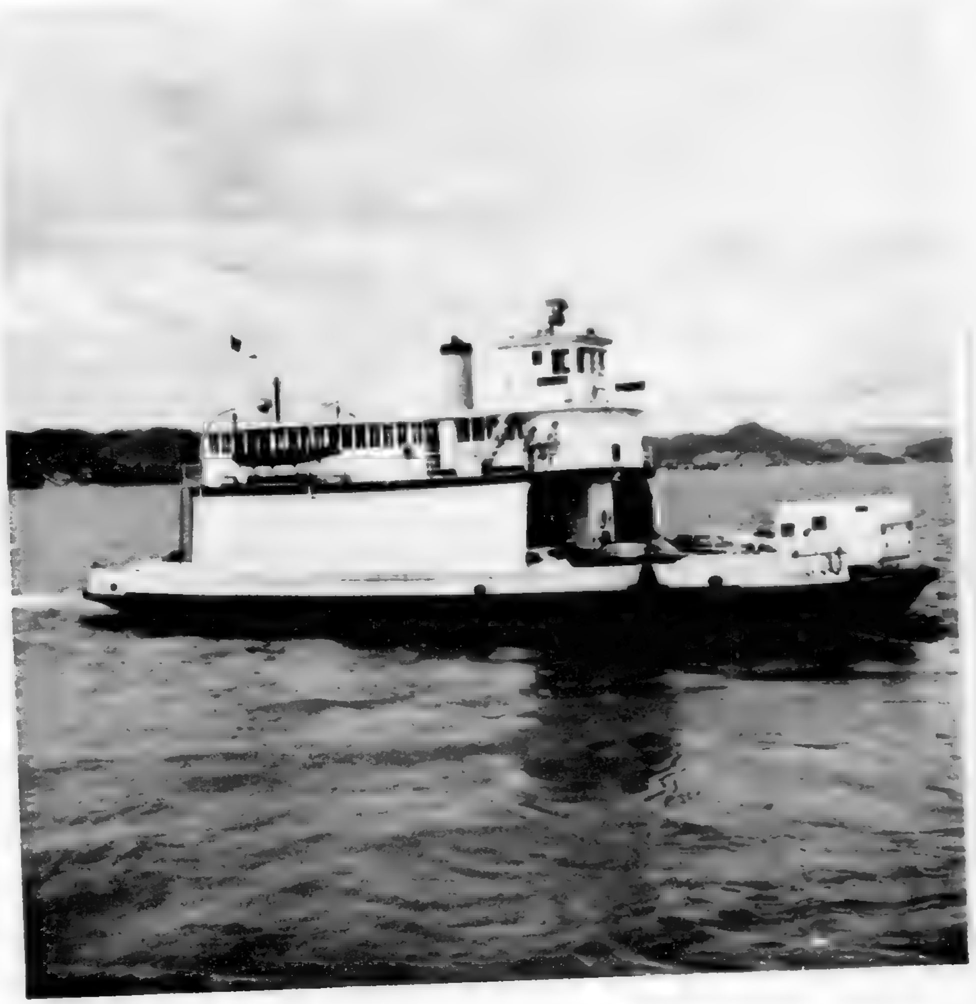




Increased automobile traffic forced Captain Elfving to enlarge his fleet with Tourist 2 and 3 in the 1930s



A participant in the famous "Ferry War" was the North Beach



The Tourist 2 in recent years

REGATTA

Transplanted Britishers, whose history is rooted in Astoria and whose flag once flew over the settlement, are credited with conducting the first regatta on the Columbia River along Astoria's waterfront. It was in 1894 that the Astoria Football Club decided to capitalize on the area's river and maritime facilities and conduct a water carnival.

Frank Gunn, an Australian, had participated in "regattas" in "the land down under" and was named chairman of the committee for the planned program of water sports and contests. In the "Gay Nineties," the main attractions included greased pole races, swimming and diving exhibitions, and boat races of every imaginable variety.

The celebration became an immediate success and drew participants and spectators from all over the Northwest. As the success grew, the events became more ambitious and varied. It became traditional to select a Queen of the Regatta and to appoint an Admiral. Along with the Admiral came an Admiral's Aide and various citizens were commissioned as honorable officers.

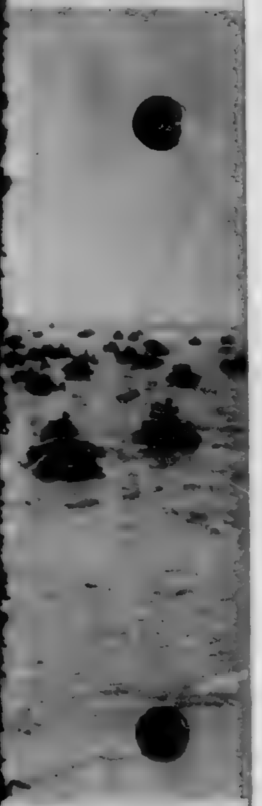
In 1915, in the early days of World War I, the four-masted bark, "Kurt," a German sailing vessel, was confined to the Port of Astoria and that year the grand stand for reviewing regatta events was erected on her decks.

In 1922, the Salmon Derby was added to the list of events and soon became a major attraction. Thousands of eager sportsmen flocked to the scene to catch the biggest fish for which a prize of as much as $1,000 was offered.

The Regatta took time out for two wars but was revived in 1951. The Salmon Derby has disappeared from the list of events but the rest of the events have returned as an annual attraction.

The 46th Annual Regatta conducted this year will feature marathon boat races, a salmon barbecue, pro-football game, and inboard motorboat races at Cullaby Lake. Dignitaries from Waldorf, Germany, Astoria's sister city, will be hosted at the various activities.

The gill net boat race was a feature of the early regattas



early regattas

ACROSS THE BRIDGE

On the Washington side of the Columbia River lies a land steeped in the development of the Northwest also. Little is told about Pacific County, Washington until the arrival of the Lewis and Clark Expedition in the area in November, 1805 but it is known that Captain Robert Gray did visit the area on his famous voyage of 1792. It is this voyage on which the claim of the United States to the vast Pacific Northwest was based. Not far from Chinook is a weather-stained wooden tablet and flagpole which mark the site of the landing of Captain Gray.

A village famed in the development of this area but which has long since lost its battle to progress and time is Chinookville. It was here that Lewis and Clark and their party tarried for 10 days on their trip to the sea. While here they explored much of the surrounding territory and did a great deal of hunting but found that game was not plentiful in the area.

Before leaving for Fort Clatsop across the river where they had decided to make their winter camp the party prepared a great feast which might well be called the first Thanksgiving feast in the Northwest. They did not have turkeys to serve but there were plenty of cranberries which grew wild in the bogs near Long Beach. In place of turkeys they served wild geese, ducks and deer.

Chinookville was probably the first settlement in Pacific County. Long before the white man arrived it was a thriving Indian village. It was located between McGowan and Point Ellice but has long since disappeared. It was replaced by Chinook, a weathered fishing village, which at one time boasted the highest per capita wealth of any settlement its size in the country. A fish conservation act outlawing the use of fixed gear in Washington waters nearly bankrupt the town.

The early fur traders at Astoria fought a losing battle with their British rivals across the river with the American company selling out to the British in 1813. In 1824, the Hudson's Bay Company decided to move its western headquarters from Fort George, at the mouth of the Columbia River, to a site about 100 miles upstream. The new post was named Fort Vancouver, in honor of Captain George Vancouver, the explorer. The shift was made to strengthen British claims to the territory north of the Columbia and to be near lands more suitable for farming.

Fort Vancouver became the nerve center of a vast commercial empire represented by the Hudson's Bay Company which had a virtual monopoly of the fur trade in the Oregon Country. Its activities also marked the beginning of large-scale agriculture and industry in the Pacific Northwest.

Between 1824 and 1846, Fort Vancouver was commanded by Chief Factor John McLoughlin. Often called the "Father of Oregon," it was the kind treatment of this man which helped the pioneers to foster the growth of an American population in this area. When he retired, he moved to Oregon City and became a United States citizen. Following the treaty of 1846 between the United States and Great Britain, Fort Vancouver became part of the new country and the power of the Hudson's Bay Company began to decline.

Cape Disappointment stands on the tall headland named by Captain John Meares who rounded the cape in 1788 while on a trading voyage. He failed to realize that he was at the mouth of a great river and consequently named the cape in "disappointment." The military built and occupied a fort here in 1864 naming it Fort Canby in 1875. The forest and the sea have provided the resources of the area for centuries. These resources are boundless and with the opening of the Astoria Bridge providing a new avenue to market it is believed the area will undergo a resurgence of prosperity.

The end of an era

DEDICATION PROGRAM

(Ceremonies Begin at 2 p.m., August 27, 1966)

National Anthem (Astoria High School Band)

Invocation (Reverend H. Robert Grossman, Pastor of the Church of the Nazarene, President of the Astoria Ministerial Association)

Opening Remarks (Glenn L. Jackson, Chairman, Oregon State Highway Commission and Master of Ceremonies for the Dedication Events)

Remarks (Elmer C. Huntley, Chairman, Washington State Highway Commission)

Address (The Honorable Daniel J. Evans, Governor of Washington)

Address (The Honorable Mark O. Hatfield, Governor of Oregon)

Official Opening of the Astoria Bridge (Governor Daniel J. Evans, assisted by Miss Washington, Miss Sandra Lee Marth, and Governor Mark O. Hatfield, assisted by Miss Oregon, Miss Estrellita Shiel)

CONTRACTORS ON ASTORIA BRIDGE PROJECT

Substructure	DELONG CORPORATION	New York, New York
Substructure	RAYMOND INTERNATIONAL, INC.	New York, New York
Superstructure	U. S. STEEL CORPORATION	Portland, Oregon
Desdemona Sands Viaduct	J. H. POMEROY & CO. AND BEN C. GERWICK, INC.	San Francisco, Calif.
Rip Rap Piers	UMPQUA RIVER NAVIGATION CO.	Reedsport, Oregon
(Astoria Appr.	PACIFIC CONCRETE CO.	Portland, Oregon
(Bldg. Dem.	D. A. LaVELLE CONSTRUCTION CO.	Portland, Oregon
(R. Imp.	ALL-CITY TREE & LANDSCAPE SERVICE	Portland, Oregon
Washington Approach	J. N. CONLEY, INC.	Portland, Oregon

TOLL SCHEDULE

	Toll
Light Vehicle and Passengers	$1.50
Light Vehicle with 1-Axle Trailer	2.00
Light Vehicle with 2-Axle Trailer	2.25
Truck or Bus, 2-Axle	3.00
Truck or Bus, 3-Axle	3.75
Truck Combination, 4-Axle	4.50
Truck Combination, 5-Axle	5.25
Truck Combination, 6-Axle	6.00
Motorcycles	1.00

NOTED
FLOYD QUERY

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1687 Grand Avenue
Astoria, Oregon
August 22, 1966

Mr. Glenn Jackson, Chairman
Oregon Highway Department
Pacific Power & Light Co.
Public Service Building
Portland, Oregon

Dear Mr. Jackson:

To confirm our conversation of last Saturday afternoon regarding the two "transportation" descendants to be introduced:

Mrs. George A. Hartman - Granddaughter of Wm. H. Gray who came to the Oregon territory in 1836 with Dr. Marcus Whitman. Her father, Judge John Henry Dix Gray, son of W. A. Gray, born 1839, was the first white boy born west of the Rockies. The Judge Gray house stands at the southwest corner of Grand and Seventeenth, here in Astoria.

Judge Gray was a river boat captain in earlier years, 1858-1889. In 1894 he became Judge of Clatsop County where his attention to the roads of the county and his work in that line were perhaps the most noteworthy achievements of his long and useful career in this area.

Miss Grace Kern - Her father, Daniel Kern, born 1856 in Michigan, came to Oregon at the age of 21. He owned the river boats and tugs, "Hercules," "Samson", "Rochelle" and "Daniel Kern" which he operated in both the upper and the lower Columbia River. As President of the Columbia Contracting Company, he was the builder of the North and South jettys at the mouth of the Columbia River. He was also the builder of the Astoria Railroad, and a large barger of his timber to California, and coal from Alaska.

Incidentally, Mrs. Hartman considers former Highway Commissioners Forster and Aldrich "as old family friends".

I will also have a copy of this material at the party Thursday evening.

Cordially,

E. W. Harvey

E. W. Harvey

NOTED
LLOYD P. SHAW

Copy to Talbot 8-24-66

EWH:ju
cc: Victor Wolfe - Salem
Lloyd Shaw - Salem
Dan P. Allen - Salem

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OREGON
STATE HIGHWAY COMMISSION

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OREGON STATE SYSTEM OF HIGHER EDUCATION
DIVISION OF CONTINUING EDUCATION

EDUCATIONAL MEDIA
KOAC-AM-TV
303 COVELL HALL
CORVALLIS, OREGON 97331
754-1311

August 17, 1966

Mr. Victor Wolfe
Administrative Ass't.
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Vic:

Enclosed are two copies of the list of questions for Mr. Cooper. As I have indicated, we can modify these, as necessary. Also, prior to Friday, I will give the list a bit more thought in terms of "blocking" or grouping the questions.

We will be using a single system sound camera which means that it will be necessary to stop and start two or three times to vary the field of view. Although this takes a bit longer, it makes the conduct of an interview such as this, somewhat easier . . . a person does not need to remember as many things for long periods. Mr. Cooper may wish to use notes which is fine with me, but I would prefer that he not use a prepared text that he reads verbatim.

I understand that the appointment is for 1:30 p.m. Due to a radio program I conduct in Corvallis at 12:15, I would like to postpone the actual filming until approximately 2:15. I can arrive by 1:30, but it will take about thirty minutes for set up.

I will call you Thursday morning to check these details.

Sincerely,

William C Smith
William C. Smith
Producer, Radio & TV
KOAC-AM & TV

NOTED
VICTOR D. WOLFE

WCS:cmm

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AUG 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1966
OREGON
STATE HIGHWAY COMMISSION

EDUCATIONAL MEDIA—AUDIOVISUAL INSTRUCTION, KOAC AM-TV, CORVALLIS; KOAP FM-TV, PORTLAND
DIVISION OF CONTINUING EDUCATION SERVES THE STATE OF OREGON THROUGH FACILITIES AND RESOURCES OF COLLEGES AND UNIVERSITIES OF THE OREGON STATE SYSTEM OF HIGHER EDUCATION, AND IN COOPERATION WITH OTHER EDUCATIONAL AND STATE AGENCIES.

Mr. Forrest Cooper
State Hwy Dept
Hwy Bldg.
Salem, Oregon 97310

DIVISION OF CONTINUING EDUCATION

KOAC-AM-TV

MEMO Date: 7/19/66

TO: All persons concerned

FROM: Tom Doggett, Production Manager

SUBJECT: Radio coverage of Astoria Bridge Dedication

On Saturday, August 27, OEB will present a special 2 hour broadcast live from Astoria on the new Astoria Bridge and its Dedication Ceremony. Air time will be 1:00 pm. The first hour will take the place of the "KOAC SPECIAL OF THE WEEK" and the 2:00 to 3:00 portion of "LIGHT OPERA" will be pre-empted this week only. The actual dedication ceremony is expected to begin about 2:00 pm and the broadcast will conclude not later than 3:00, possibly a little earlier.

PRODUCTION: The broadcast will consist of three parts. The first hour will be predominately taped material on the history, construction, and details of the bridge and color on the ferry boats it replaces. Live site description and color will bridge interviews. As time approaches 2:00 format will be flexible to allow switch to reviewing stand for the beginning of the Dedication ceremony. The second portion of the broadcast will be the dedication ceremony carried un-interrupted from a feed from the PA set. At the end of the ceremony, dignitaries will move to the toll plaza for ribbon cutting which will be described by our announcer. The third portion will be a trip across the bridge done either live by short wave radio or a previously taped simulation of the crossing as being seen by the official party. Program ends with wrap up and sign off on established cue.

ENGINEERING: Remote mixer setup to be in the southeast corner office of the State Highway building, adjacent to the toll plaza at the entrance to the Astoria Bridge on Marine Drive in Astoria. Inputs required: 2 mikes, Ampex feed, and feed from P.A. set on reviewing stand. Local line will be ordered by KAST radio from the highway building to their studio. Feed will then be patched through their loop to Astoria toll board. KOAP-FM will order line from Astoria toll to Portland.

ENGINEERING:

Astoria line will be in by the morning of the 26th. Astoria to Portland line will be open by 10:00 am on the 27th. KOAC-AM transmitter will switch to FM air monitor for pickup on standard time cue. Neither OEB station is received in Astoria so the remote crew will have no OEB air monitor. KAST broadcast will be utilized as air monitor during the broadcast. KAST will feed program on line preceeding broadcast, but will feed remote broadcast only for 1/2 hour preceeding and during entire origination. Rose City Sound Systems will provide PA for dedication reviewing stand. Contact is Mr. Wayne Lund--Portland phone 262 4876. PA will be operative from 10:30 am on the 27th. Feeds will be available from distribution panel, either 150 ohms of 50 ohms, microphone level. Cannon XL connectors with 10 to 1 ground. We will need feed to radio mixer and sound camera.

COORDINATING INSTRUCTIONS: Separate format and cue sheet will be published. It is anticipated a telephone will be available in the highway dept building for direct coordination with KOAP-FM transmitter. Line will be open with level checks and time checks for at least 30 minutes prior to broadcast. KAST and possibly other commercial stations will carry our origination. We will provide 8, 60 spot breaks during the two hours for these stations to insert local commercials. OEB will receive fill material from the remote location during these periods. ID breaks will be given on the hour and half hour for 10 seconds with OEB break given from remote site. KOAP-FM will audio tape entire production on 2400 ft tapes provided by Corvallis.

bb

FORMAT: "ASTORIA A CITY AND IT'S BRIDGE"

Saturday, Aug. 27, 1966 - Live and Direct from Astoria, Oregon

SEGMENT	ORIGIN	INDIV. TIME	RUNNING TIME
Sign on & orientation	Live	5:00	1:00:00 - 1:05:00
Commercial availability	Live	1:00	1:05:00 - 1:06:00
Capt. Fritz Elvig Interview	Tape	12:00	1:06:00 - 1:18:00
Commercial availability	Live	1:00	1:18:00 - 1:19:00
Judge Boyington Interview	Tape	3:00	1:19:00 - 1:22:00
Color & site description	Live	3:00	1:22:00 - 1:25:00
Commercial availability	Live	1:00	1:25:00 - 1:26:00
Station ID break	Live	:10	1:26:00 - 1:26:10
Bob Ellison, Bridge Engr., Interview	Tape	11:15	1:26:10 - 1:37:30
Commercial availability	Live	1:00	1:37:30 - 1:38:30
Color and site description	Live	:30	1:38:30 - 1:39:00
Forrest Cooper, Highway Dept., Interview	Tape	7:00	1:39:00 - 1:46:00
Commercial availability	Live	1:00	1:46:00 - 1:47:00
Astoria Chamber of Commerce Interview (Jean Hallaux)	Tape	8:00	1:47:00 - 1:55:00
Color and site description	Live	4:00	1:55:00 - 1:59:00
Commercial availability	Live	1:00	1:59:00 - 2:00:00

SEGMENT	ORIGIN	INDIV. TIME	RUNNING TIME
Station ID Break	Live	:10	2:00:00 - 2:00:10
Re-orientation & preview dedication ceremonies	Live		
Dedication ceremonies from reviewing stand: Glen M. Jackson, M.C. Elmer Huntley, Chm, Wn. Hiway Com. Dan Evans, Gov. of Wn. Mark Hatfield, Gov. of Oregon	Live	20:00 - 40:00	2:05:00 - 2:30:00/ 2:45:00
Description of ribbon cutting at entrance to toll plaza	Live	3:00 ?	
Commercial availability	Live	1:00	
Description of crossing bridge Guided tour.	Tape	8:00 - 10:00 min.	
Commercial availability	Live	1:00	
Wrap up and sign off	Live		finish no later than 2:59:30 hopefully.

The cue for commercial cut-aways will be as follows: "...YOU ARE LISTENING TO 'ASTORIA, A CITY AND IT'S BRIDGE.' A LIVE, PUBLIC AFFAIRS PRESENTATION...."

There will be a two second pause following the last word of the cue, then 60 seconds of fill material. Another two second pause will follow the 60 seconds of fill material to allow for rejoin. The same cue line will precead the station ID announcements, which will be 10 seconds in length. Stations _must_ cut away on ID announcements but may use as many of the commercial allocations as desired. Additional details or changes will be communicated on the line during the half hour preceeding the beginning of the broadcast.

bb

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bb

Public Information Office
Oregon State Highway Department

FACT SHEET - ASTORIA BRIDGE

Captain Robert Gray discovered the Columbia River on his second voyage up the Pacific Coast in 1792. He named the river after his ship, the Columbia Rediviva.

In 1811, Astoria was established by men of the Pacific Fur Company, owned by John Jacob Astor. Shipping service ran up and down the Columbia, but there was no regular cross-river service at this point.

Scheduled ferry service from Astoria to the Washington side began in 1921. The State of Oregon took over operation of the ferry system in 1946.

This is the last major link in easy vehicular travel on Highway US101 along the Pacific Coast from Mexico to the tip of Washington.

A bridge linking Oregon and Washington at this point had been under consideration for many years. In 1953, through the co-operative efforts of the Oregon State Highway Department, the Washington Toll Bridge Authority, Pacific County in Washington, and the Port of Astoria, a fund of $50,000 was established to conduct a feasibility study. In 1957, the Legislatures of Oregon and Washington each appropriated $100,000 for preparing complete and final plans for the bridge.

Governor Mark O. Hatfield signed into law, on April 27, 1961, House Bill No. 1457 (Chapter 345, Oregon Laws 1961) authorizing the sale of $24,000,000 in bonds and providing for construction of the bridge, the imposition and collection of tolls for use of the bridge, and authorizing any other necessary action in connection with the construction, maintenance and operation of the bridge. Washington enacted Chapter 209, Washington State Session Laws of 1961, authorizing that state's participation in the project. On September 15, 1961, the Oregon and Washington State Highway Commissions entered into an agreement to construct the bridge. A supplemental agreement between the two states, signed on

May 25, 1962, provided for the use of token Federal funds in connection with the project.

On January 4, 1962, Robert W. Ellison was named special resident bridge engineer in charge of construction of the more than $24 million toll bridge.

The bridge stretches 4.1 miles, from Astoria, Oregon, to Point Ellice, near Megler, Washington, making it one of the longest bridges in the nation. From the south, the new section of US101 begins at a toll station just off Astoria's Marine Drive and curves counterclockwise through a full 360 degrees as the Astoria approach rises to the ship channel. It then makes a long leap high across the main ship channel near the south river bank. Here it descends to 25 feet above sea level for more than 10,000 feet across the sometimes dry Desdemona Sands, then climbs briefly again for 49 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

The Astoria approach utilizes prestressed concrete beam spans set on concrete piers, located to avoid overloading the slide-prone Astoria hills. From its beginning in a turn north off Marine Drive, the approach rises in a gradual curve, crosses Marine Drive once, continues the curve in an easterly direction, still gaining altitude, and recrosses Marine Drive a second time on roughly a north-south axis.

At this point, a steel deck truss section carries the roadway to the 2,464-foot three-span through truss section across the main channel. Crossing the main ship channel, the lowest steel member of the center span is nearly 200 feet above mean low water and stretches 1,232 feet between the two steel towers supporting the center span of the three-span continuous through truss, thus providing clearance enough to float the U. S. Navy's biggest battleship under the bridge at high tide. The towers are mounted on concrete piers protected by timber piling fenders, leaving a ship channel 1,070 feet wide. The concrete piers extend to 70 feet below mean sea level and some of the foundation pile under the pier extends another 190 feet below the concrete to 260 feet below mean sea level.

From the north end of the three-span through truss, the roadway descends by steel deck truss and steel plate girder sections to an elevation 25 feet above mean sea level, then proceeds across Desdemona Sands. Here 140 prestressed concrete deck spans 80 feet long rest on prestressed concrete piling, each of which are 4 feet in diameter.

As the 11,200-foot viaduct approaches the seldom-used north ship channel, the span length increases to 150 feet and steel plate girders on concrete piers again raise the roadbed. Here, seven 351-foot-long steel through truss spans cross the channel, providing clearance of 49 feet in height and 335 feet in width at mean low water under the center span. At this location, the concrete piers are the deepest, extending to 85 feet below mean sea level. Piles which support the pier extend another 51 feet below the bottom of the pier to a total of 136 feet below mean sea level. A 150-foot steel girder span carries the roadway down to the Megler approach.

The deck contains two 14-foot lanes, with an additional one and one-half foot safety curb and handrail on each side, although the four-mile bridge length makes pedestrian use doubtful except in emergencies. Additional width is provided at the toll station off Marine Drive on the Astoria approach.

The bridge is designed to withstand some of the toughest attacks of nature. Gusts of winds of 150 miles per hour from the fierce Pacific storms that occasionally batter the coast still leave the bridge with a safety factor and the concrete piers are built with an eye toward the river flood speed of nine miles per hour when whole trees are swept along and sand would eat away any weaker substance. Concrete is used in place of steel wherever possible to reduce the maintenance cost of painting in the face of constant attacks of corrosive salt spray.

On June 29, 1962, a contract for $7,868,033 was awarded to the DeLong Corporation to erect the substructure of 32 piers. J. H. Pomeroy & Co., Inc., and Ben C. Gerwick, Inc., bid $3,777,140 to build the Desdemona Sands viaduct and United States Steel Corporation submitted the low of $10,121,862 to construct the bridge superstructure. The four triangulation towers were erected by Palmberg Construction Company of Astoria on a low bid of $29,000. On April 6, 1964, the Oregon State Highway Department announced it was canceling the contract of the DeLong Corporation for the construction of the piers. Raymond International, Inc., of New York City, was awarded a $5,358,964 contract on July 13, 1964, to complete the pier work.

On August 9, 1962, Oregon's Governor, Mark O. Hatfield, turned the first shovelful of dirt on the river bank in Astoria with a gold shovel to signal the official start of the project.

There were 48,500 cubic yards of structural excavation; 158,785 linear feet of steel piling; 134,090 linear feet of timber piling; 76,496 linear feet of 14-inch prestressed concrete piling; 38,772 linear feet of 48-inch round prestressed concrete piling; 97,995 cubic yards of concrete; 6,005 tons of metal reinforcing; 12,500 tons of structural steel; 25,290 linear feet of aluminum parapet rail; and 440,000 board feet of treated lumber, used in the structure.

Figures available to the Oregon State Highway Department indicate that the bridge at Astoria has the longest continuous three-span through truss series in the world. The channel span of the bridge is 1,232 feet, which with the 616-foot end spans combines into a continuous truss 2,464 feet in length.

Formal dedication ceremonies are scheduled for August 27, with notable figures from across the nation being invited in addition to the governors of the states of Oregon and Washington. The ceremonies will be held in conjunction with the annual regatta festivities in Astoria. The Oregon State Highway Department, however, plans to open the bridge to traffic as soon as it is ready.

The toll booths are located on the Oregon side of the bridge, with travelers in either direction paying their fees here. Also located in the toll plaza complex is an Administration Building which will house, among other things, a Travel Information Center. This center will provide travelers with the most recent information concerning their itinerary in the state. It will have a large relief map of Oregon, and attendants will provide tourists with maps and brochures of places to visit. Also located in the building will be State Police and Highway Department Maintenance personnel.

July 27, 1966

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

PUBLIC INFORMATION OFFICE 66-85-S
Phone 364-2171
Extension 1501

FOR RELEASE AT HIGHWAY COMMISSION MEETING

April 21, 1966

After a thorough analysis of various toll schedules proposed for use on the Astoria bridge and traffic prognostications and income estimates resulting therefrom, the Oregon State Highway Commission today approved a schedule based on a toll of $1.50 for the basic passenger car. The suggested schedule had previously been approved by the State of Washington per the joint agreement of the two states in approving construction of the bridge.

The toll schedule is as follows:

	Toll
Light Vehicle and Passengers	$1.50
Light Vehicle with 1-Axle Trailer	2.00
Light Vehicle with 2-Axle Trailer	2.25
Truck or Bus, 2-Axle	3.00
Truck or Bus, 3-Axle	3.75
Truck Combination, 4-Axle	4.50
Truck Combination, 5-Axle	5.25
Truck Combination, 6-Axle	6.00
Motorcycles	1.00

It was recently announced that the official dedication ceremonies for the bridge would be held on August 27, but the Highway Department has stated that once the bridge is able to receive traffic it will start moving across it. Ferry service will be discontinued when the bridge is opened and the ferries sold to the highest bidder.

# # # # # # # #

ASTORIA BRIDGE INFORMATION

Contracts awarded for structure:

Unit	Date	Contractor	Award Amount
Piers	6-29-62	De Long Corporation	$ 7,868,033
Desdemona Sands	4-25-63	J. H. Pomeroy & Co. Inc. & Ben C. Gerwick Inc.	3,777,140
Bridge Superstructure	5-10-63	U. S. Steel Corporation	10,121,862

On April 6, 1964 the Highway Department cancelled the contract of the De Long Corporation for construction of the piers. Raymond International Inc. of New York City was awarded a $5,358,964 contract on July 13, 1964 to complete the pier work.

Length of Bridge .... 4.1 miles

Resident Engineer .... Robert W. Ellison

See attached fact sheet for additional information

August 2, 1966

NORTHWESTERN OREGON PARKS

Northwestern Oregon is well supplied with parks and recreation areas. In an area between Portland, the coast, Astoria, and Tillamook, and including most of Clatsop, Columbia, and Tillamook Counties, there are 12 state parks and waysides totaling 12,664 acres. This is about 18% of the state total of 70,348 acres (as of June 31, 1966).

Day use attendance at state parks in this area totaled 1,329,047 in 1965 (9% of the 1965 state total of 14,784,146). Overnight campers at state parks totaled 246,915, 22% of the state total of 1,127,928 for 1965.

Of the 12 state parks in Northwestern Oregon, 9 have been developed for public use. Improvements include 482 tent sites and 172 trailer spaces with utility hook-ups, for a total of 654 overnight campsites. There are also 644 picnic sites, 4 boat launching ramps, 2 designated swimming areas, about 32 miles of hiking trails, 2 outdoor theatres, and 1 childrens play area in the state parks in this area. Seven parks also provide access to the ocean beach, and fishing is available at or near all 12 areas.

In addition to the state parks and waysides in Northwestern Oregon, federal and local government agencies have also provided a number of outstanding parks and recreation areas. Fort Clatsop National Memorial, operated by the National Park Service, is an outstanding historic area which provides excellent interpretive facilities commemorating the 1805-06 winter home of the Lewis and Clark Expedition.

Local government agencies in this region are also very active in providing park facilities. Listed below are the areas operated by the various counties and cities.

COUNTY OPERATED PARKS

County	No. of Parks	Acres
Clatsop	6	411
Columbia	6	316
Tillamook	15	2,363
Total	27	3,090

CITY OPERATED PARKS

County	No. of Parks	Acres
Clatsop	23	420
Columbia	12	236
Tillamook	3	2
Total	38	658

Counties and cities in Northwestern Oregon provide the public with 65 parks totaling 3,748 acres. In addition, 8 parks are maintained by private timber companies for public use.

A brief description of the major attractions at the state parks and waysides in Northwestern Oregon follows:

FORT STEVENS STATE PARK (803 acres) - 13 miles west of Astoria off U.S. 101, near Warrenton. One of the most popular state parks in Oregon, Fort Stevens offers a variety of recreation opportunities. Fresh or salt water swimming and fishing, boating, hiking, beachcombing, nature study, picnicking (228 sites), historic interest, and clamming are among the activities enjoyed here. Special park features include the wreck of the Peter Iredale on the beach and historic Battery Russell nearby. The overnight camp (380 units) is the largest in the state parks system. Day use attendance in 1965 was 577,427, which ranked 4th among state parks. Overnight camping attendance was 147,701, the largest at any state park in 1965.

The State Parks Division is currently negotiating with the federal government for additional land adjacent to Fort Stevens State Park. Negotiations are under way for the purchase of 1,466 acres from the General Services Administration for $117,500. This area contains historic Battery Russell, and will provide needed room for expansion of park facilities. Another 1,310 acres are being leased from the Corps of Engineers, with completion of this agreement expected shortly. This area includes part of the site of old Fort Stevens in addition to the spit at the south side of the entrance to the Columbia River.

GEARHART OCEAN WAYSIDE (286 acres) - An undeveloped stretch of beach west of U.S. 101 at Gearhart. This area provides a long stretch of ocean beach north of

NEHALEM BAY STATE PARK (872 acres) - 15 miles south of Cannon Beach off U.S. 101. A sand spit at the mouth of the Nehalem River provides 6 miles of sandy beach on the bay and ocean. Boating, fresh and salt water swimming and fishing, hiking, beachcombing, and clamming are popular activities. Facilities provided include a boat ramp, paved parking area, pit toilets, and 30 picnic sites. Future plans call for additional land acquisition at the north end of the park where a large overnight camp will be developed. Additional picnic facilities, hiking trails, a boater's camp, camping facilities for flyers adjacent to the nearby airstrip, additional beach access points and parking, and a protected swimming area on the bay are other facilities planned for future development. No attendance count in 1965.

CAPE MEARES STATE PARK (163 acres) - 10 miles northwest of Tillamook via a county road, off U.S. 101. A scenic natural area with excellent views of the rugged coastline and offshore rocks, including the Three Arch Rocks National Wildlife Refuge, home of thousands of sea birds. Also the location of an unusual, multi-branched Sitka Spruce known as the "Octopus Tree". Sightseeing, nature study, and picnicking are popular activities, and a small picnic area and pit toilets are provided. No attendance count.

CAPE LOOKOUT STATE PARK (1,946 acres) - 12 miles southwest of Tillamook via the Netarts Road, off U.S. 101. An outstanding natural area which also provides extensive recreation facilities, including 140 picnic sites and a 247-unit overnight camp, 3rd largest in the state parks system. Other popular activities, in addition to camping and picnicking, are fishing, swimming, beachcombing, nature study, clamming, and hiking (5½ miles of trails). The trail to the end of Cape Lookout was reopened this year after being closed for several seasons due to road construction. Deer, small game, and numerous species of birds inhabit the park area. Other interesting natural features include a grove of old-growth Sitka Spruce trees at the picnic area, and Netarts Spit, an undeveloped sand spit extending about three miles north from the campground. Day use attendance in 1965 was 158,680. The overnight camping figure of 92,966 was 4th highest among state parks in 1965.

WILSON RIVER HIGHWAY FOREST WAYSIDE (772 acres) - a forested area along State Highway 6 beginning about one mile west of Glenwood and extending to the west for about 25 miles. This area provides a scenic buffer strip along the highway and is undeveloped. However, Tillamook County and the State Board of Forestry maintain several small parks in the vicinity. Access for fishermen is provided as the wayside borders the Wilson River and several of its tributaries for some 19 miles. No attendance count in 1965.

SUNSET HIGHWAY FOREST WAYSIDE (1,100 acres) - A scenic corridor along U.S. 26, beginning about 10 miles west of Buxton and extending west for about 12 miles. This area also protects a scenic strip adjacent to the highway, and is undeveloped except for a small roadside rest area which provides drinking water, picnic tables, and pit toilets. No attendance count in 1965.

SADDLE MOUNTAIN STATE PARK (3,054 acres) - 8 miles northeast of Necanicum Junction off U.S. 26. Saddle Mountain, 3,283 feet, is the 2nd highest peak in the Coast Range, and is the dominant feature of this outstanding natural area. Hiking, nature study, and geologic interest are the main park attractions, in addition to picnicking (38 sites) and camping (6 sites). A spectacular view of Northwestern Oregon is available from the summit of Saddle Mountain, reached by a 4-mile trail. Over 2,000 varieties of plants, including many wildflowers, have been found on the mountain, and deer and elk are also frequently seen. Day use attendance in 1965 was 27,764, and there were 1,220 overnight campers.

BRADLEY WAYSIDE (18 acres) - 22 miles east of Astoria on U.S. 30. An excellent viewpoint atop Clatsop Crest overlooking the lower Columbia River. Major activities are picnicking and sightseeing. Picnic facilities (17 sites), parking, and a rest station are provided. Day use attendance in 1965 was 110,056.

RESULTS OF THE 196[illegible] TRAVEL & USE SURVEY
AT FORT STEVENS STATE PARK

PURPOSE

This study was undertaken to provide information on state park visitors in Oregon -- where they live, how far they traveled, what type of vehicle, how much money did they spend, how long did they stay, and what recreation activities were they seeking.

METHOD

The survey was conducted by handing a questionnaire to every fifth vehicle entering the park on a typical weekday and weekend in June, July, and August.

SAMPLE

Usable questionnaires were returned by 1921 day visitor parties and 828 camping parties during the months of June, July, and August.

FINDINGS

1. Park Visitor Characteristics

		Day Visitors	Overnight
a. Average number in party		4.2 persons	4.2
b. Origin of visit -	Oregon	73%	42%
	Washington	14%	29%
	California	4%	13%
Cities in Oregon	Portland	45%	58%
	Astoria	29%	---
	Beaverton	4%	3%
	Seaside	3%	---
	Hillsboro	2%	3%
	Milwaukie	1%	4%
	Salem	1%	4%
c. Vehicle Type			
	Automobile	90%	46%
	Auto-Trailer	5%	38%
	Auto-Boat	1%	1%
	Pickup Camper	3%	9%
	Bus	1%	1%

d. Average Length of Stay		Day Visitors	Overnight
	In the park	2 hours	2.3 Days
	Within 25 Miles	1.5 Days	2.4 Days

e. Frequency of Visit

	Day Visitors	Overnight
First Visit	[illegible]	67%
Once a Year	16%	16%
Twice a Year	13%	7%
Three per Year	6%	5%
Four per Year	3%	2%
Five per Year	9%	--

f. Recreation Activities in Order of Preference.

Day Visitors		Campers
Sightseeing	1	Camping
Picnicking	2	Sightseeing
Swimming and Sunbathing	3	Swimming
Hiking	4	Fishing
Fishing	5	Hiking

2. Travel Data

a. Distance Traveled

	Day Visitors	Overnight
0 – 25 Miles	42%	3%
26 – 50 Miles	7%	2%
51 – 75 Miles	5%	5%
76 – 100 Miles	20%	25%
Over 100 Miles	26%	65%

b. Trip to this area made

	Day Visitors	Overnight
Because of this park	52%	75%
Not because of this park	48%	25%

3. Visitor Expenditures

a. Average amount per person per day

$2.69 per day visitor
$2.52 per camper night

b. Average expenses per man per day

	Day Visitors	Overnight
Lodging	$3.00	$1.20
Food	3.82	4.60
Automobile	1.93	2.52
Recreation	1.43	1.40
Other	.88	.67
	$11.06	$10.59

c. Total expenditures within 25 miles of park

Fort Stevens had a total of 477,376 visitor days and 115,188 camper nights in 1964.

Dividing by our average number of persons per car (4.2) the number of vehicles is:

113,660 day user vehicles and
27,425 camping vehicles

The estimated expenditures for 1964, by category are:

	Day Users	Overnight	Totals
Lodging	$310,980	$ 62,910	$373,890
Food	[illegible]	[illegible]	560,336
Automobile	[illegible]	[illegible]	288,475
Recreation	[illegible]	36,395	200,929
Other	100,020	23,359	123,379
	$1,257,079	$290,430	$1,547,509

Based on the fact that 50% of the day visitors, and 75% of the campers are coming to this area specifically because of the state park, there is an estimated annual expenditure of $846,362 which is directly attributable to the existence of Fort Stevens State Park.

4. Visitor opinion of park facilities

a. [illegible] of the day visitors, and [illegible] of the campers feel that the facilities at Fort Stevens State Park are adequate.

b. Improvements desired

The most frequently asked for improvement by both day and overnight visitors was the evening campfire program. Next on the list was more children's play areas, followed by trails and park information.

RECE
AUG 16 1966
FOR

OREGON STATE HIGHWAY DEPARTMENT
Salem Oregon

PUBLIC INFORMATION OFFICE PHONE 364-2171 Ext. 1501

NEWS RELEASE 66-185-S

NOTED
R. L. PORTER

FOR IMMEDIATE RELEASE August 9, 1966

Plans for the official portion of the dedication ceremonies for the Astoria Bridge have been finalized, it was announced today by Forrest Cooper, state highway engineer.

Official dedication ceremonies will begin immediately following the conclusion of the Astoria Regatta parade which is expected to be approximately 2 p.m., Saturday, August 27. Playing of the National Anthem by the Astoria Highway School Band will open the ceremony. The invocation will be delivered by the Reverend H. Robert Grossman, Pastor of the Church of the Nazarene and President of the Astoria Ministerial Association.

Following the invocation, spectators will be welcomed by Glenn L. Jackson, Chairman of the Oregon State Highway Commission, who will also serve as master of ceremonies for the dedication activities. He will be followed on the speaker's rostrum by Elmer C. Huntley, Chairman of the Washington State Highway Commission.

The Honorable Daniel J. Evans, Governor of Washington, which state cooperated with Oregon in the building of the bridge, will be the next speaker. He will be followed by the Honorable Mark O. Hatfield, Governor of Oregon.

Following these statements, the two governors will proceed to the bridge where the official opening ceremonies will take place. They will be assisted by Miss Washington, Miss Sandra Lee Marth, and Miss Oregon, Miss Estrellita Shiel, in these ceremonies. Two swinging gates, wrapped in the official colors of the two states, will be tied together with a large bow. The two Miss America contestants will pull the bows and the governors will swing open the gates. The party will then proceed across the bridge and return in an open car.

(more)

The official party will then retire to the salmon bake which is being conducted in conjunction with the civic celebration. In addition to the parade, the city of Astoria is also sponsoring the 46th renewal of its annual regatta.

The official dedication ceremonies will be conducted in the vicinity of the toll plaza on the Astoria approach to the bridge near Marine Drive.

The bridge will be open to toll-free traffic beginning with the official ribbon cutting and continuing until approximately 7 p.m. It will be closed to traffic shortly before the official ceremonies begin and then reopened at their conclusion. In addition, the ferry, M. R. Chessman, will make toll-free runs from Astoria to Megler and return for pedesterians only during the course of the day.

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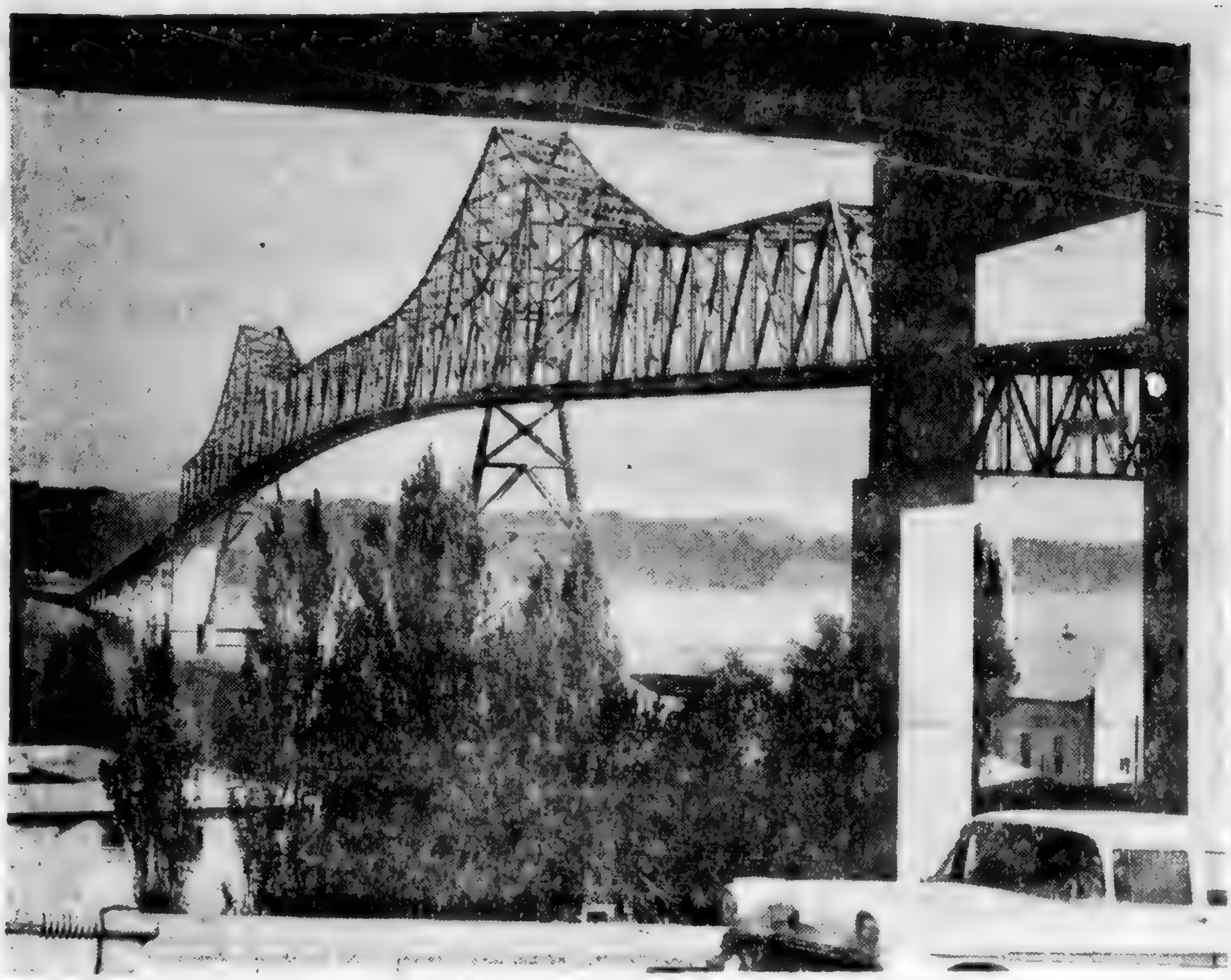
PAINTING & DECC



Not yet finished, steel portion of Astoria Bridge, erected by American Bridge, rises high above Columbia River channel. Entire bridge is more than 4 miles long, cost $24,000,000.

Astoria Bridge Open
To Relieve Heavy Tr
Completes Last Link

The new Astoria Bridge, built amidst controversy and engineering problems at a cost of $24,000,000, opened without fanfare a week ago to relieve traffic congestion on U.S. 101 between Astoria, Oregon and Megler, Washington. There was a last minute flurry of painting, polishing and railing installation before pilot cars began to lead one-way traffic at $1.50 per car across the 4-mile span, which is the last link in the north-south coast route between Port Angeles, Washington and the Mexican border.

The Oregon Highway Department made the decision to open the new bridge to traffic a month before the scheduled dedication date to accommodate the heavy flow of cars previously involved in long waits for the ferry service which the bridge replaces. The ferries, immediately retired from service and offered for sale by the state of Oregon, were the subject of many nostagic stories in Oregon and Washington newspapers, while very little was written about the bridge itself.

From the Oregon side at Astoria, the approach describes a long rising curve from the lower level of Astoria to the high steel portion of the span over the river channel. The steel arches over the water and descends to a long causeway on the Washington side. American Bridge Co. constructed the span, with many sub-contractors engaged in various phases of the construction. The Oregon approach, constructed of concrete, ascends high above the surrounding homes on the side hills above the business district of Astoria, marches above the highway from the north, and over the docks toward the water. The approach, including the huge high supports, were painted by A-1 Sandblasting & Steam Cleaning, member of the Portland Chapter, Painting and Decorating Contractors of America. Two coats of PVA cement paint were applied, rolled on in close quarters where houses and buildings had to be considered, and sprayed on in other areas where possible drift was not a factor. Spider staging was required to paint the upright supporting piers and other hard-to

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completed its contract before the sudden move to open the bridge before the scheduled opening date.

The remainder of the bridge painting — the steel in the center span and the Washington approach — is being handled by painting contractors from Washington. Many months will elapse before the steel portion will be completely finished. Casual tourists and local drivers rarely think about painting and maintenance on bridges unless they are inconvenienced by the process, yet spans such as the Astoria Bridge, near the ocean and subject to the action of rain, wind-borne sand and salt spray and other extremes of weather, need constant attention and the best coatings available to prevent deterioration.

Many Bridges Mark U.S. 101

Between 1929 and 1936, Oregon, builder of the Astoria Bridge, constructed six bridges replacing ferries on U.S. 101. The first, in 1929, was at Gold Beach, and the last, in 1936, was at Newport, Oregon. This beautiful bridge above the entrance to Yaquina Bay is an extraordinarily difficult bridge to paint, buffeted as it is by wind, sand, salt spray and coast weather in general. A. H. Barbour & Son, Inc., members of the Portland Chapter, P.D.C.A., have worked for many months on this bridge, literally an hour at a time, when weather conditions and traffic permit. Other bridges of the era that replaced ferries were those at Waldport, Florence, Reedsport and Coos Bay, each a link in U.S. 101 along the Oregon Coast.

Interstate First Highway Bridge Over Columbia

The first highway bridge built across the Columbia was the Interstate between Portland and Vancouver, begun in 1915, completed in 1917, dedicated in 1922 by Marshal J. C. Joffre of World War I fame, and paid for in 1929. The Astoria Bridge will wait only one month for dedication services. Highway and bridge building was big in the 1920s — the Hood River Bridge was built in 1924, the Bridge of the Gods in 1926 and the Longview Bridge

Looking up at Oregon approach from hillside street above town and docks. A-1 Sandblasting & Steamcleaning, contractor-member of Portland Chapter, P.D.C.A., used spider staging to paint huge tall piers and undersides of ramp. Where buildings were nearby, paint was applied by roller, remainder was applied by spraying.

Photos by Sydney Wood

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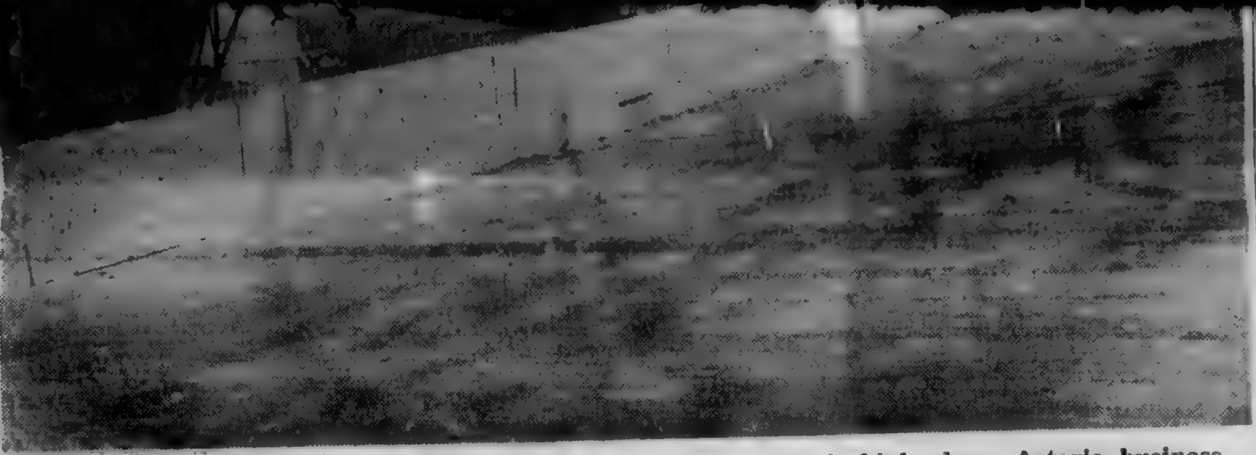

This curving section of concrete approach from Oregon side is high above Astoria business district. Concrete is painted light grey with two coats of PVA cement paint.

north, and over the docks toward the water. The approach, including the huge high supports, were painted by A-1 Sandblasting & Steam Cleaning, member of the Portland Chapter, Painting and Decorating Contractors of America. Two coats of PVA cement paint were applied, rolled on in close quarters where houses and buildings had to be considered, and sprayed on in other areas where possible drift was not a factor. Spider staging was required to paint the upright supporting piers and other hard-to-reach areas high above the town. A-1 Sandblasting fortunately had

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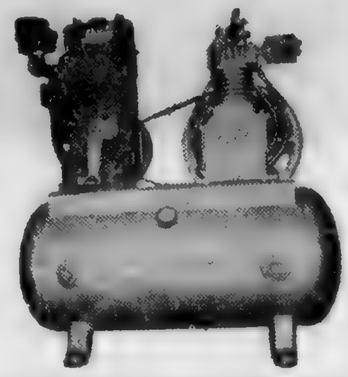

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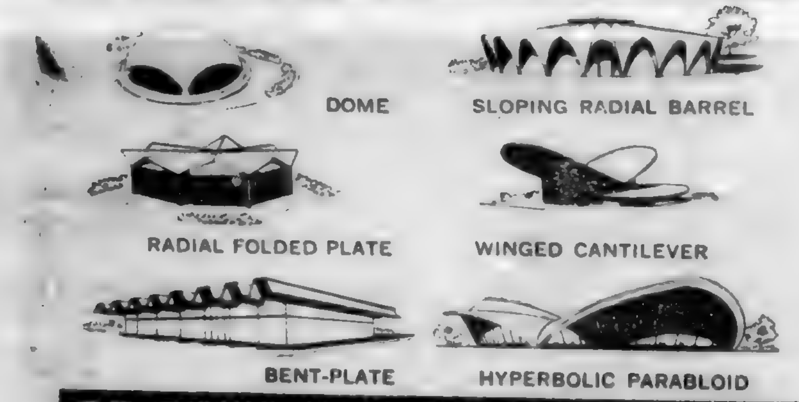

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Chem-Plastics Principals Convicted of Mail Fraud

Earlier this year, we published a warning on the activities of Chem-Plastics and Paint Corporation, a firm engaged in selling franchises by mail for a liquid floor covering product and defrauding purchasers of these franchises. A recent issue of Facts, published by the Better Business Bureau, contained the following report:

"Harold 'Wild Man' Pritchard, Calvin Popejoy, Ronald Borchelt, Robert Murray, Daniel Angelini and Dale Espich, all associated with Chem-Plastics and Paint Corporation were convicted of mail fraud in U.S. District Court in St. Louis recently.

"The firm had used business opportunities advertising to sell franchises for a liquid floor covering. The investments ranged from $300 to $7000. More than a year ago, when the BBB reported adversely to Portland newspapers which had been offered Chemi-Plastics copy, Ronald D. Borchelt, as 'vice-president and general manager,' threatened suit and other retaliatory action unless the report was changed. The factual report was not changed, but the legal action did not materialize.

"Some months ago Chem-Plastics and Paint Corporation was declared bankrupt. The St. Louis BBB reports the proceedings have unearthed 2050 creditors—the largest number of creditors in any bankruptcy on record in the Federal District Court, Eastern District of Missouri."

Painting & Decorating News

This page of the Daily Journal of Commerce is being used by the Oregon Council, Painting & Decorating Contractors of America, to help further the industry's products and standards of workmanship. The editorial content herein is edited by the P.D.C.A. and does not necessarily reflect the editorial thoughts or policy of the Daily Journal of Commerce.

News Items and Photographs

Inquiries concerning and material for news and photographs to be considered for publication on this page should be directed to: Painting & Decorating News, Oregon Council, P.D.C.A., 4530 S.E. 67th Avenue, Portland, Oregon 97206, PR 5-1538; or to M. E. Wood, 525 Terminal Sales Building, Portland, Oregon 97205, CA 2-9818.

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The first two bridges built across the Columbia were railroad bridges—the SP&S bridge between Portland and Vancouver, built in 1908, and the one at Wishram, built about 1909.

Astoria Bridge Eighth Over Columbia

The Astoria Bridge is the eighth span in operation on the Columbia River over its 300-odd mile course between the states of Washington and Oregon. There are now only two ferries remaining, one from Westport to Puget Island, and one from Roosevelt to Arlington.

Ferry service across the Columbia began in the 1840s, and in the '80s there was talk of bridges. The Astoria Bridge was strongly advocated in the late 1920s and Congress gave approval in 1930 — 36 years ago. But then, bridges sometimes go slowly — Congress approved a bridge at The Dalles in 1888 — it was completed 66 years later.

At least the Astoria Bridge is now open during the season when it is most needed to serve the tourists and weekend travelers who seek the cool ocean beaches this hot August of 1966.

Families Who Move Want Painting Done

Families who plan to move or those who have recently done so are prime buying prospects for interior and exterior painting, according to a survey by New Home Journal, a magazine published primarily for families on the move.

The publication says its study shows that of those families moving, one in three plans to do interior painting. About a fourth said they intend to paint the outside of their new home within 12 months.

Of those planning to paint, the bedroom was highest on the priority list. Fifty per cent said the new bedroom needed painting. Next in the order of preference came the living room 37.1 per cent), kitchen (33.9 per cent) and bathroom (29.8 per cent).

Uncle Sam belongs to 104 world organizations. And probably pays the dues of all the other members, too.

* * *

A friend of mine is a real go-getter. His wife works—and all he has to do is go get her.—Pat Collins.

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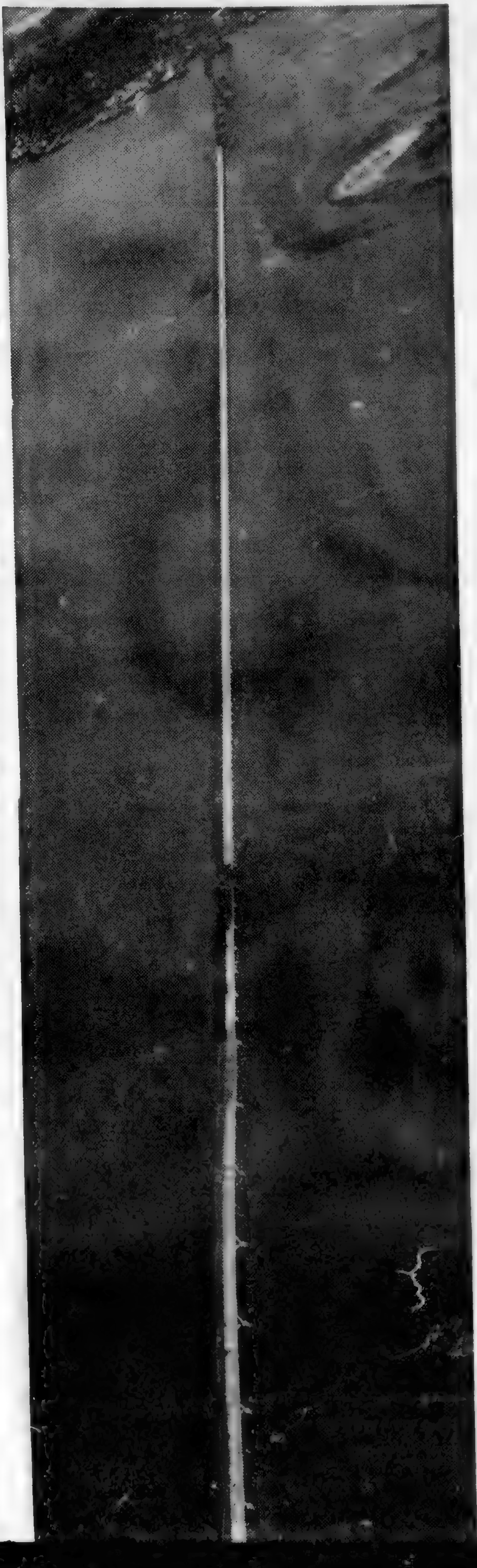
THE NEW YORK TIMES, SUNDAY, JUNE 26, 1966.

BRIDGE OVER THE COLUMBIA



By TOM H. INKSTER

ASTORIA, Ore.—With the completion this summer of a 4.1-mile-long, $24-million bridge across the mouth of the Columbia River, motorists will be able to travel continously by coastal highway from Tijuana, Mexico, to the Strait of Juan de Fuca, which separates Washington from Vancouver Island in Canada.

Dedication of the span, not yet officially named but popularly known as the Astoria Bridge, is scheduled for Aug. 27. However, motorists will be able to use it before then, if progress allows; the toll will be $1.50, which includes the driver and passengers.

The bridge spans the Columbia between Astoria and Point Ellice, near Megler, Wash., and replaces the last remaining ferry service connecting portions of U.S. 101. Two 14-foot-wide traffic lanes will be provided, and an 18-inch-wide safety curb with a handrail will be installed on each side. Pedestrians, however, will be permitted to use the walks only in emergencies.

200 Feet Above Water

The bridge consists of two girder spans, connected by a long causeway. On the Oregon side, the main span rises 200 feet above the water, and is high enough for the largest battleship to pass under.

A shorter and lower span on the Washington side will permit the passage of smaller vessels. The center causeway is almost two miles long and passes over Desdemona Sands, a sometimes-dry region in the middle of the river. The causeway is built at a height of 25 feet above sea level.

A panoramic view of the bridge and the river is offered from the observation platform of Astor Column, which stands atop 700-foot-high Coxcomb Hill in Astoria. The column, 125 feet high, commemorates the arrival of John Jacob Astor's men in 1811 to establish a fur-trading post.

Ten miles below the bridge, the Columbia passes through two long jetties and boils into the Pacific. Ships approaching the river from the sea must negotiate dangerous shoals near Cape Disappointment, at the headland on the Washington side.

Treacherous Passage

So treacherous is the passage that sand bars and shoals in the river and the beaches on both sides bear many signs of ships that did not make it. The mouth of the Columbia, in fact, is known to be the graveyard of at least 170 vessels.

The river was first navigated from the Pacific in 1792 by Capt. Robert G.

trading center on Vancouver Island, where he told Capt. George Vancouver of his discovery. The English explorer made note of it on his charts and named the river Columbia, for Gray's ship, the Columbia Rediviva.

The mouth of the Columbia figured prominently in the expedition of Lewis and Clark. It was here that the Corps of Discovery and the half-breed interpreter, Charbonneau, and his Shoshone Indian wife, Sacajawea, spent the winter of 1805-06.

Across the River

After descending the Columbia in canoes in November, the expedition first camped near Fort Columbia, on the Washington side, and then crossed the river in search of more plentiful game. A temporary camp was set up on Tongue Point, just east of what is now Astoria, and then permanent quarters were constructed closer to the ocean on a stream now called the Lewis and Clark River.

In 1955, as part of the Lewis and Clark Sesquicentennial, a replica of the encampment, known as Fort Clatsop, was built. The site was donated to the United States Government, and is now incorporated in Fort Clatsop National Memorial, which is open to the public the year round. A few miles southwest, on the coast in Seaside, is the cairn where water from the Pacific was boiled down by the Lewis and

one put on by the stubby, gray-and-white sandpipers, which scurry behind receding waves to the water's edge. When a breaker rolls in, the birds run just ahead of the wave until it stops, and then immediately repeat the process. They are looking for food, but it would seem that their sole aim is to entertain visitors.

Among other tourist attractions is the whaling station in Warrenton, Ore., where whales are still towed to port several times a year. Razor clams can be dug all along the beaches, and on the Long Beach peninsula, which extends north for 28 miles, more than 700 species of rhododendron, the state flower of Washington, are grown.

Sports fishing is popular out of Ilwaco, also on the peninsula, where more than 60 boats are available for hire between May and September. No license is required for fishing from a boat or along the beaches, or from the jetties in the mouth of the Columbia. Ocean perch, salmon, cod and sea bass are plentiful.

Noted for Oysters

The peninsula also is noted for its oysters and cranberries. The oyster industry was started in 1853, and flourished in Oysterville and Nahcotta until native oysters were depleted.

Eastern oysters were then planted, but without success. Today, oyster seed is shipped from Japan, set in growing

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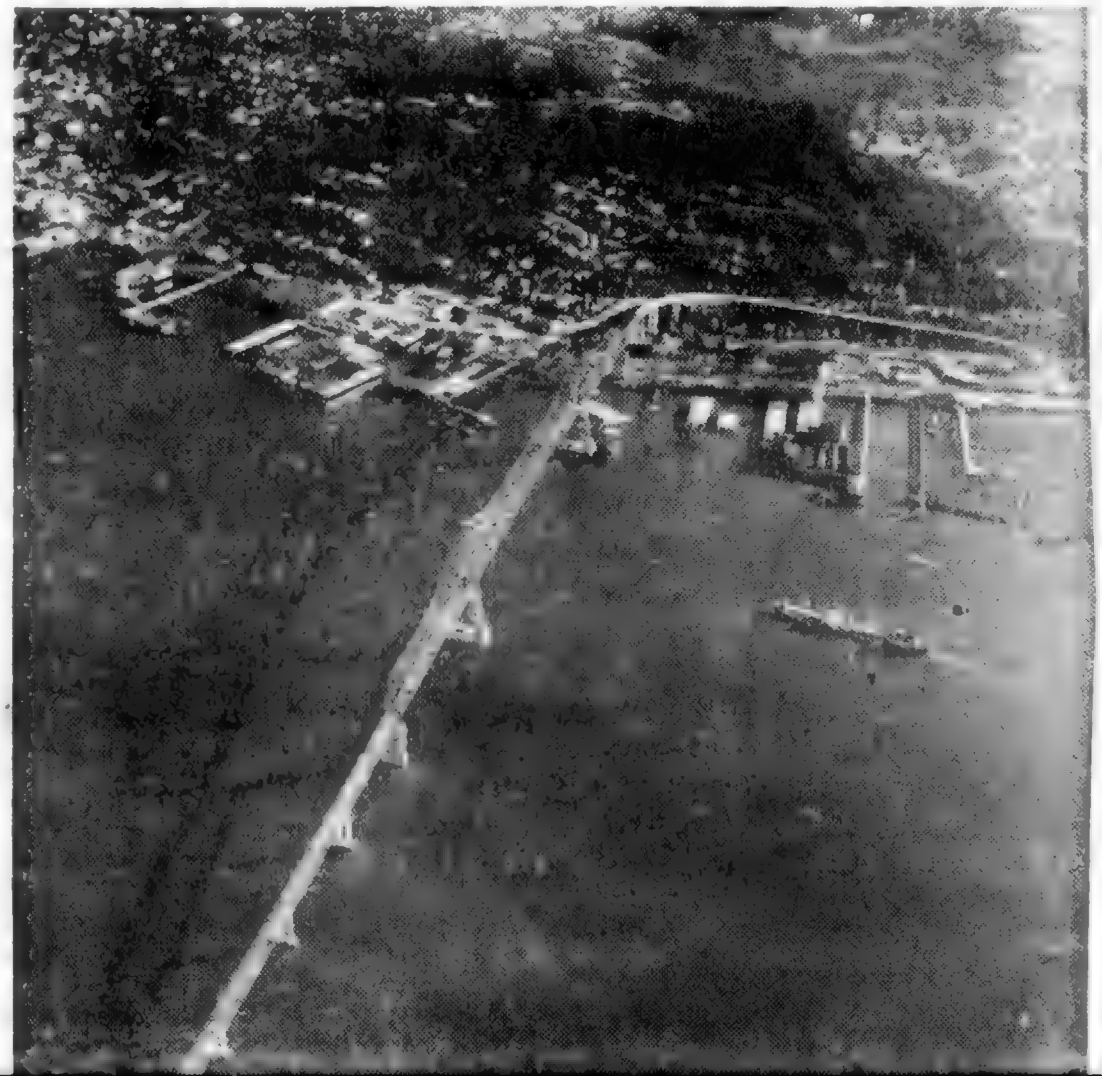

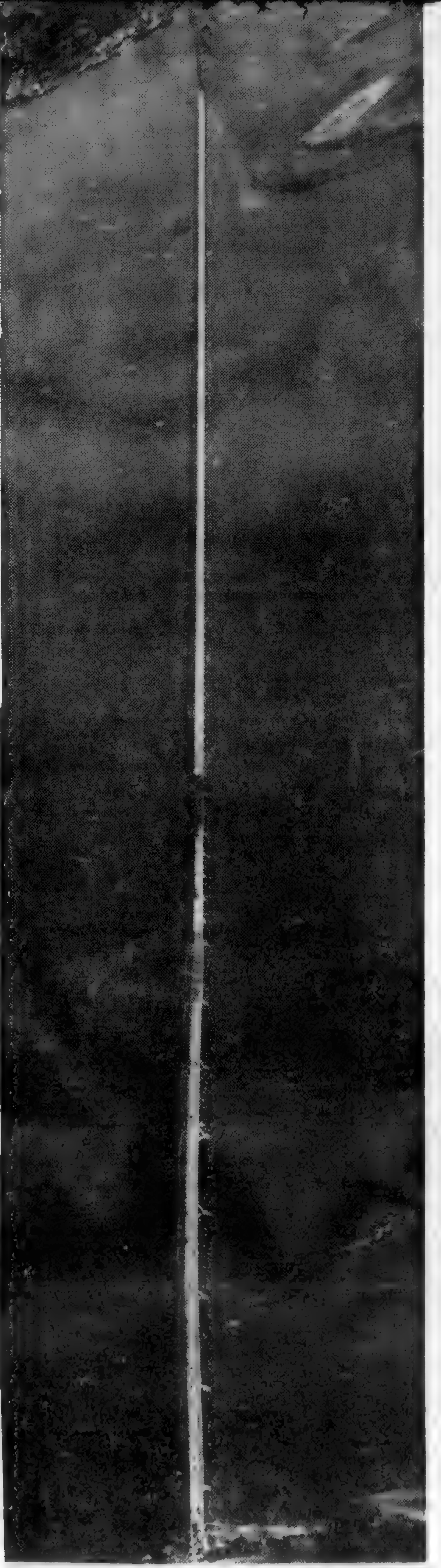

Oregon State Highway Dept.

A LONG BRIDGE—Its 4.1-mile length spans the mouth of the Columbia River, which forms the boundary between Washington State and Oregon.

A [illegible] mer of a 4.1-mile-long, $24-million bridge across the mouth of the Columbia River, motorists will be able to travel continously by coastal highway from Tijuana, Mexico, to the Strait of Juan de Fuca, which separates Washington from Vancouver Island in Canada.

Dedication of the span, not yet officially named but popularly known as the Astoria Bridge, is scheduled for Aug. 27. However, motorists will be able to use it before then, if progress allows; the toll will be $1.50, which includes the driver and passengers.

The bridge spans the Columbia between Astoria and Point Ellice, near Megler, Wash., and replaces the last remaining ferry service connecting portions of U.S. 101. Two 14-foot-wide traffic lanes will be provided, and an 18-inch-wide safety curb with a handrail will be installed on each side. Pedestrians, however, will be permitted to use the walks only in emergencies.

200 Feet Above Water

The bridge consists of two girder spans, connected by a long causeway. On the Oregon side, the main span rises 200 feet above the water, and is high enough for the largest battleship to pass under.

A shorter and lower span on the Washington side will permit the passage of smaller vessels. The center causeway is almost two miles long and passes over Desdemona Sands, a sometimes-dry region in the middle of the river. The causeway is built at a height of 25 feet above sea level.

A panoramic view of the bridge and the river is offered from the observation platform of Astor Column, which stands atop 700-foot-high Coxcomb Hill in Astoria. The column, 125 feet high, commemorates the arrival of John Jacob Astor's men in 1811 to establish a fur-trading post.

Ten miles below the bridge, the Columbia passes through two long jetties and boils into the Pacific. Ships approaching the river from the sea must negotiate dangerous shoals near Cape Disappointment, at the headland on the Washington side.

Treacherous Passage

So treacherous is the passage that sand bars and shoals in the river and the beaches on both sides bear many signs of ships that did not make it. The mouth of the Columbia, in fact, is known to be the graveyard of at least 170 vessels.

The river was first navigated from the Pacific in 1792 by Capt. Robert Gray. He made the discovery on his second voyage to the north Pacific coast, having suspected that there might be a river entering the ocean at a point just south of Cape Disappointment.

Upon leaving the river, Gray's ship, an 83-foot fur-trading schooner, struck a rock. In order to obtain repairs, he proceeded to Nootka, then an important trading center on Vancouver Island, where he told Capt. George Vancouver of his discovery. The English explorer made note of it on his charts and named the river Columbia, for Gray's ship, the Columbia Rediviva.

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In 1955, as part of the Lewis and Clark Sesquicentennial, a replica of the encampment, known as Fort Clatsop, was built. The site was donated to the United States Government, and is now incorporated in Fort Clatsop National Memorial, which is open to the public the year round. A few miles southwest, on the coast in Seaside, is the cairn where water from the Pacific was boiled down by the Lewis and Clark party to provide salt for preserving food.

Fine Sand Beaches

Tourist interest in the region near the mouth of the Columbia is heightened by a number of fine beaches. At Long Beach, in Washington, sand extends as far as the eye can see.

On the beaches, a free show is always available. It is the one put on by the stubby, gray-and-white sandpipers, which scurry behind receding waves to the water's edge. When a breaker rolls in, the birds run just ahead of the wave until it stops, and then immediately repeat the process. They are looking for food, but it would seem that their sole aim is to entertain visitors.

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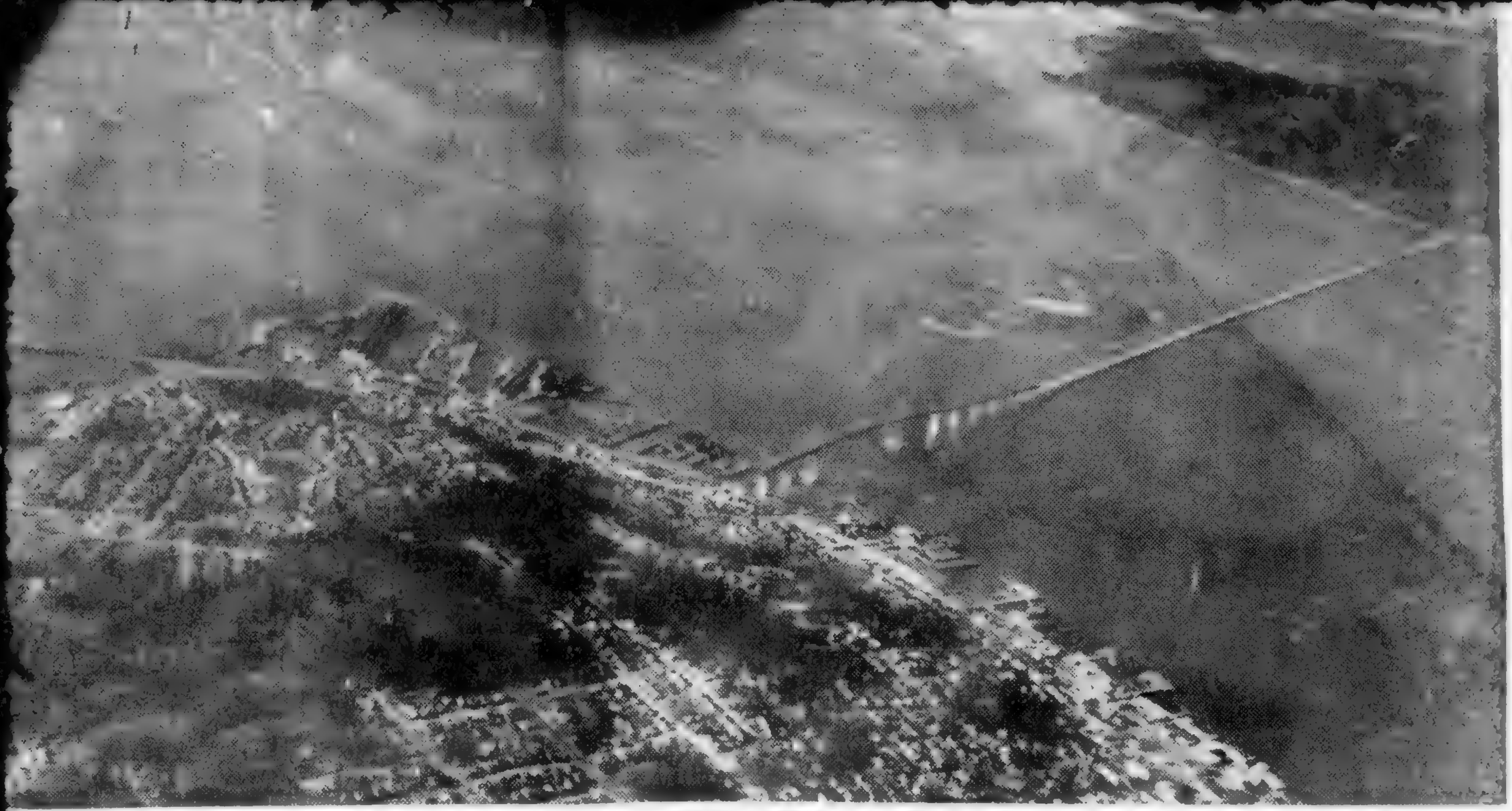
More than 300 acres on the peninsula are devoted to cranberry bogs, and yields vary from 7,500 pounds to 25,000 pounds an acre, depending upon the bog and also upon the growing conditions.



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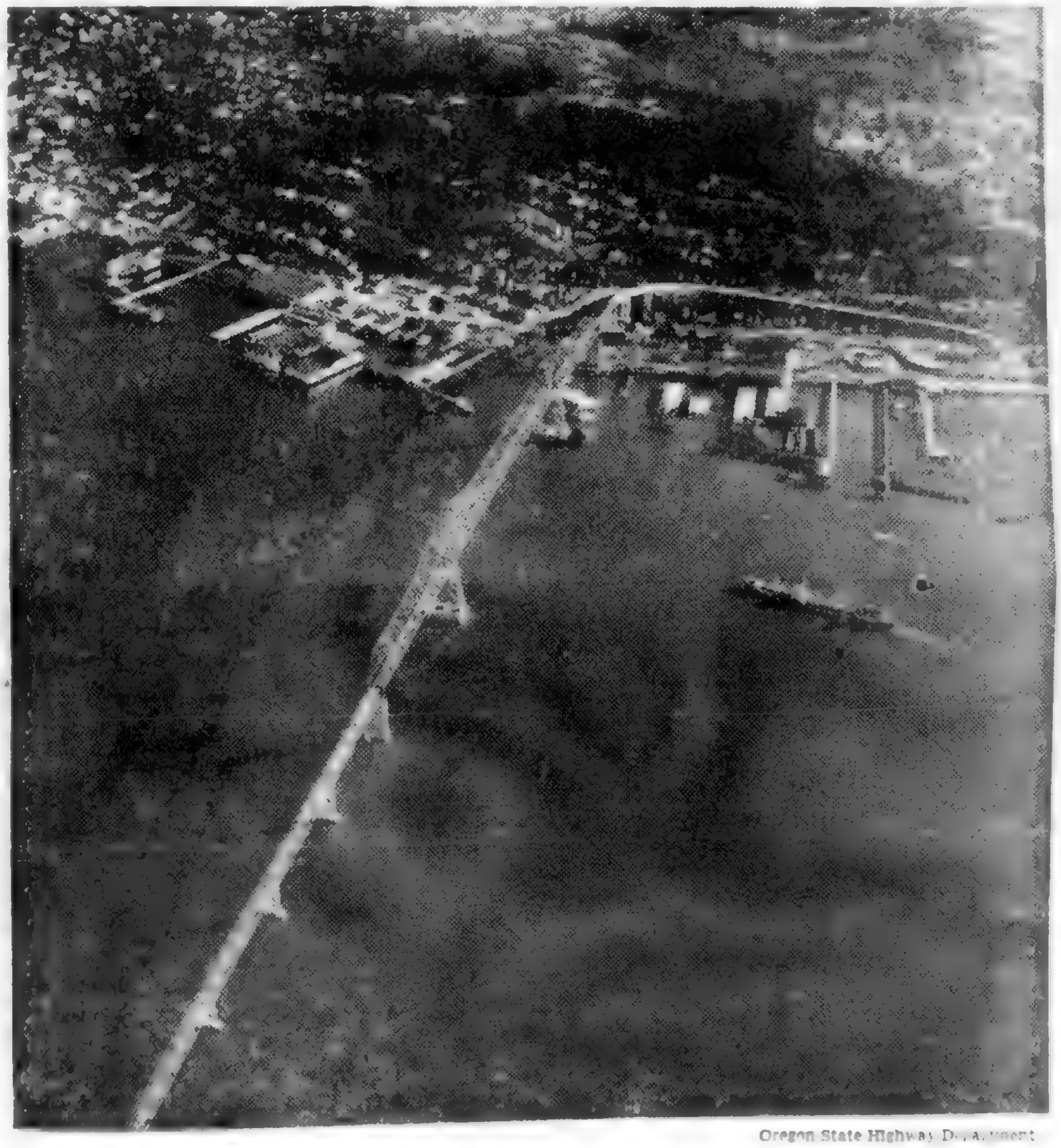

Oregon State Highway Department

A ferry still operates on the lower Columbia, connecting the south side of Puget Island with the mainland at Westport, Ore. The ferry, the Wahkiakum, is piloted by Capt. Oscar Bergseng; his wife is the chief officer, as well as the craft's entire crew.

Visitors to Puget Island, which is situated 65 miles down river from Portland and 20 miles above Astoria, usually ask if the island belongs to Washington or to Oregon. The answer is Washington, to which the island is connected, at Cathlamet, by a bridge. About 750 farmers and fishermen, most of them of Scandinavian descent, live on the five-mile-long, tree-dotted island.

RECEIVED
AUG 1 - 1966
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[illegible] 3-1 ([illegible])

[illegible]

Estimate
ASTORIA BRIDGE - DEDICATION GRANDSTAND

[illegible]

3/4"-Plywood	3528 □' @ $175 per M	620.00
1/4"-Plywood	768 □ @ $90 "	70.00
Lumber	10.6 M @ $150	1590.00
Bolts & Nails	Lump sum	20.00
Labor	6 crew days @ $300.00	1800.00
		$4,100.00

2332
2166
21[illegible]
[illegible]
60
30
7021

NOTED
TOM EDWARDS

AUG 1 - 1966
FOR FILING

6268

August 1, 1966

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)

R. D. Asburry (enc.)
Robert Cunningham (enc.)

Mr. Walter R. Holmstrom
Contracting Manager
American Bridge Division
United States Steel Corporation
506 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Holmstrom:

Reply is made to your letter of July 22 concerning the opening of the Astoria Bridge.

As stated in our meeting at your Astoria office on July 28, it is our intent in opening the bridge prior to completion of all of the work involved in Stage 1 that the American Bridge Division or its subcontractors shall not be required to assume any financial burden or distress due to the advance opening. It is our intent to pick up on an extra work basis all of the added costs which can be properly reduced to arithmetic.

For your information, I attach a copy of my notes covering the points discussed at the July 28 meeting. Some of them may require slight clarification and if so they will be clarified at the meeting on Friday, August 5.

The notes are somewhat sketchy on the stripping costs. My understanding of the agreement was that we would pay overtime and efficiency pay on the same basis as the parapet pour and that we would pay all stripping costs should the stripping extend beyond seven work days starting Friday, July 29. This appears, from information I have at this time, to be equitable but there is some question about removing the stripping materials from the deck. We will iron this out at the meeting Friday, August 5.

Very truly yours,

Forrest Cooper
State Highway Engineer

TE:jwa

By

Attachment

Tom Edwards
Assistant State Highway Engineer

OPERATION
TRAFFIC

PILOT CAR	State to furnish and operate
FLAGMEN	One flag or laison man (1) At pilot car hold points - State to furnish (2) At work points Contractor to determine necessity - State to pay as extra work
WATCHMAN	(1) At Washington end Contractor to determine necessity until handrail is bolted on This should not be unduly delayed State to assume cost as extra work American Bridge to pick up one watch State to pay balance
LABOR	Keeping traffic lane clear Contractor to furnish. To be controlled by Resident Engineer State to pay as extra work (State could do this but would rather not)
BROOM & MAGNET	State to furnish and operate as necessary
SIGNS	To be furnish and placed by State
PROPOSED OPERATION	(1) Establish flag point at south end of Desdemona Sands (2) Flagpoint at present storage site for pipe rail (3) Pilot car between above points
CONTRACTOR PARKING	(1) Confine to one side of road inside flag points
TRAVEL AREA	Generally shall be 12' width (1) May be either side as suits contractor operation (2) May vary side to side, but should not vary more than necessary
DELAY TIME	Flag points and flag car to be equipped with radio Engineer and contractor to schedule moves and operqtions to minimize delays to contractor

CONTRACTOR OPERATIONS

INSURANCE	Contractor to furnish
State to pay Plus liability premium →	(1/2 of 50.00 deductible on paint claims (1/2 of 100.00 deductible on deck pour
STRIPPING	Suggest - Pay overtime & inefficiency same basis as parapet
	~~(1) Stripping production per man hour to be determined prior to traffic~~
	~~(2) Stripping production per man hour determined after traffic~~ Out
	~~(3) State to pay difference~~
	Pay overtime. Pay all over 7 days
FINISHING	Should not work opposite each other on same span
PARAPET RAIL	Traffic will be delayed while rail is spread
DECK GRINDING	(1) Grinder and water wagon shall be on same side of deck
	(2) May move from side to side as suits operation
	Pay 1/2 moves
JOINT PLACING	Traffic shall move from side to side as necessary

Walter Holmstrom } American Bridge
Mel Branham }

Louis Elterich } Elterich-Del Guzzi
Dick Hart }

Andrew Nesheim

Wm. Holmstrom
Tom Edwards
A. A. Read
R. Cunningham
R. D. Asburry

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

July 22, 1966

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Tom Edwards
Assistant State Highway Engineer

Subject: ABD Order V-8562-70
Contract 6268
Columbia River Bridge
Astoria, Oregon

Gentlemen:

This is to advise that American Bridge does not believe that the State of Oregon has the right under Contract 6268, as amended and extended, to open the bridge to public travel prior to completion of Stage 1 of the contract; August 31 is the date to which you have extended the time for completion of Stage 1. See Article 1.8.9 of the contract.

American Bridge hereby protests this action of the State of Oregon and requests a written order for extra work under Article 1.4.6 compensating it for the premature opening of the bridge.

American Bridge Division is willing to make every reasonable effort to open the bridge by the date requested on the assumption that

1. We are relieved of the obligation to indemnify the State of damages to property and injury to persons (Section 1.7.10, Responsibility for Damages) in so far as damage and injury may result from premature use of the bridge.

2. Such written order will be issued by you for extra work of a sort not clearly covered in the contract, as well as for the other related expenses, that inevitably will result from this unwarranted acceleration and resulting decrease in our efficiency in completing the bridge.

Notice is also given you that, if we do proceed as you are directing us, we do intend to make a claim for compensation under Article 1.5.13, Disputed Claims, and keep a record of our costs and afford you proper facilities for keeping account of our costs, all as provided by said Article 1.5.13.

Notice is further given that American Bridge Division reserves the right to take such further action as may be available to it under the contract or otherwise.

Very truly yours,

Walter R

Contracting Manager

WRH:ln

cc: Messrs. W. B. Hunter
W. P. Everts, Jr.
F. A. Yerke, Jr.
H. N. Johnston

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Public Information Office
Oregon State Highway Department

FACT SHEET - ASTORIA BRIDGE

Captain Robert Gray discovered the Columbia River on his second voyage up the Pacific Coast in 1792. He named the river after his ship, the Columbia Rediviva.

In 1811, Astoria was established by men of the Pacific Fur Company, owned by John Jacob Astor. Shipping service ran up and down the Columbia, but there was no regular cross-river service at this point.

Scheduled ferry service from Astoria to the Washington side began in 1921. The State of Oregon took over operation of the ferry system in 1946.

This is the last major link in easy vehicular travel on Highway US101 along the Pacific Coast from Mexico to the tip of Washington.

A bridge linking Oregon and Washington at this point had been under consideration for many years. In 1953, through the co-operative efforts of the Oregon State Highway Department, the Washington Toll Bridge Authority, Pacific County in Washington, and the Port of Astoria, a fund of $50,000 was established to conduct a feasibility study. In 1957, the Legislatures of Oregon and Washington each appropriated $100,000 for preparing complete and final plans for the bridge.

Governor Mark O. Hatfield signed into law, on April 27, 1961, House Bill No. 1457 (Chapter 345, Oregon Laws 1961) authorizing the sale of $24,000,000 in bonds and providing for construction of the bridge, the imposition and collection of tolls for use of the bridge, and authorizing any other necessary action in connection with the construction, maintenance and operation of the bridge. Washington enacted Chapter 209, Washington State Session Laws of 1961, authorizing that state's participation in the project. On September 15, 1961, the Oregon and Washington State Highway Commissions entered into an agreement to construct the bridge. A supplemental agreement between the two states, signed on

May 25, 1962, provided for the use of token Federal funds in connection with the project.

On January 4, 1962, Robert W. Ellison was named special resident bridge engineer in charge of construction of the more than $24 million toll bridge.

The bridge stretches 4.1 miles, from Astoria, Oregon, to Point Ellice, near Megler, Washington, making it one of the longest bridges in the nation. From the south, the new section of US101 begins at a toll station just off Astoria's Marine Drive and curves counterclockwise through a full 360 degrees as the Astoria approach rises to the ship channel. It then makes a long leap high across the main ship channel near the south river bank. Here it descends to 25 feet above sea level for more than 10,000 feet across the sometimes dry Desdemona Sands, then climbs briefly again for 49 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

The Astoria approach utilizes prestressed concrete beam spans set on concrete piers, located to avoid overloading the slide-prone Astoria hills. From its beginning in a turn north off Marine Drive, the approach rises in a gradual curve, crosses Marine Drive once, continues the curve in an easterly direction, still gaining altitude, and recrosses Marine Drive a second time on roughly a north-south axis.

At this point, a steel deck truss section carries the roadway to the 2,464-foot three-span through truss section across the main channel. Crossing the main ship channel, the lowest steel member of the center span is nearly 200 feet above mean low water and stretches 1,232 feet between the two steel towers supporting the center span of the three-span continuous through truss, thus providing clearance enough to float the U. S. Navy's biggest battleship under the bridge at high tide. The towers are mounted on concrete piers protected by timber piling fenders, leaving a ship channel 1,070 feet wide. The concrete piers extend to 70 feet below mean sea level and some of the foundation pile under the pier extends another 190 feet below the concrete to 260 feet below mean sea level.

From the north end of the three-span through truss, the roadway descends by steel deck truss and steel plate girder sections to an elevation 25 feet above mean sea level, then proceeds across Desdemona Sands. Here 140 prestressed concrete deck spans 80 feet long rest on prestressed concrete piling, each of which are 4 feet in diameter.

As the 11,200-foot viaduct approaches the seldom-used north ship channel, the span length increases to 150 feet and steel plate girders on concrete piers again raise the roadbed. Here, seven 351-foot-long steel through truss spans cross the channel, providing clearance of 49 feet in height and 335 feet in width at mean low water under the center span. At this location, the concrete piers are the deepest, extending to 85 feet below mean sea level. Piles which support the pier extend another 51 feet below the bottom of the pier to a total of 136 feet below mean sea level. A 150-foot steel girder span carries the roadway down to the Megler approach.

The deck contains two 14-foot lanes, with an additional one and one-half foot safety curb and handrail on each side, although the four-mile bridge length makes pedestrian use doubtful except in emergencies. Additional width is provided at the toll station off Marine Drive on the Astoria approach.

The bridge is designed to withstand some of the toughest attacks of nature. Gusts of winds of 150 miles per hour from the fierce Pacific storms that occasionally batter the coast still leave the bridge with a safety factor and the concrete piers are built with an eye toward the river flood speed of nine miles per hour when whole trees are swept along and sand would eat away any weaker substance. Concrete is used in place of steel wherever possible to reduce the maintenance cost of painting in the face of constant attacks of corrosive salt spray.

On June 29, 1962, a contract for $7, 868, 033 was awarded to the DeLong Corporation to erect the substructure of 32 piers. J. H. Pomeroy & Co., Inc., and Ben C. Gerwick, Inc., bid $3, 777, 140 to build the Desdemona Sands viaduct and United States Steel Corporation submitted the low of $10, 121, 862 to construct the bridge superstructure. The four triangulation towers were erected by Palmberg Construction Company of Astoria on a low bid of $29, 000. On April 6, 1964, the Oregon State Highway Department announced it was canceling the contract of the DeLong Corporation for the construction of the piers. Raymond International, Inc., of New York City, was awarded a $5, 358, 964 contract on July 13, 1964, to complete the pier work.

On August 9, 1962, Oregon's Governor, Mark O. Hatfield, turned the first shovelful of dirt on the river bank in Astoria with a gold shovel to signal the official start of the project.

There were 48, 500 cubic yards of structural excavation; 158, 785 linear feet of steel piling; 134, 090 linear feet of timber piling; 76, 496 linear feet of 14-inch prestressed concrete piling; 38, 772 linear feet of 48-inch round prestressed concrete piling; 97, 995 cubic yards of concrete; 6, 005 tons of metal reinforcing; 12, 500 tons of structural steel; ~~25~~ 43, 290 linear feet of aluminum parapet rail; and 440, 000 board feet of treated lumber, used in the structure.

Figures available to the Oregon State Highway Department indicate that the bridge at Astoria has the longest continuous three-span through truss series in the world. The channel span of the bridge is 1, 232 feet, which with the 616-foot end spans combines into a continuous truss 2, 464 feet in length.

Formal dedication ceremonies are scheduled for August 27, with notable figures from across the nation being invited in addition to the governors of the states of Oregon and Washington. The ceremonies will be held in conjunction with the annual regatta festivities in Astoria. The Oregon State Highway Department, however, plans to open the bridge to traffic as soon as it is ready.

The toll booths are located on the Oregon side of the bridge, with travelers in either direction paying their fees here. Also located in the toll plaza complex is an Administration Building which will house, among other things, a Travel Information Center. This center will provide travelers with the most recent information concerning their itinerary in the state. It will have a large relief map of Oregon, and attendants will provide tourists with maps and brochures of places to visit. Also located in the building will be State Police and Highway Department Maintenance personnel.

July 27, 1966

Oregon State Highway Department

ASTORIA TOLL BRIDGE

(Between Astoria, Oregon, and Megler, Washington, on the Coast Highway, US101. Bridge is 4.12 miles in length.)

Toll Rates for One-way Fares:

Light vehicle - car	$1.50
Light vehicle with 1-axle trailer	2.00
Light vehicle with 2-axle trailer	2.25
Truck or bus - 2-axle	3.00
Truck or bus - 3-axle	3.75
Truck combination - 4-axle	4.50
Truck combination - 5-axle	5.25
Truck combination - 6-axle	6.00
Truck combination - 7-axle	6.75
Truck combination - 8-axle	7.50
Motorcycle or bicycle	1.00
Each additional axle	.75

1. There are no round-trip or commuter rates.
2. Rates include all passengers.
3. Truck rates include loads.
4. Pedestrians not allowed on bridge.
5. Fifty-dollar scrip books are available from Highway Accounting Division, State Highway Building, Salem, Oregon.
6. Special hauling permits available for overwidth and overheight at Astoria District Maintenance Office.*
7. Legal load height in Oregon - 13' 6".

Toll bridge replaces Astoria-Megler Ferries, which were discontinued July 29, 1966.

Bridge operated by: Oregon State Highway Commission
Salem, Oregon 97310

*Oregon State Highway Department District Maintenance Office:
350 West Marine Drive
P. O. Box 686
Astoria, Oregon
Telephone: 325-7222

August 16, 1966

SUGGESTED INVITATION FOR THE GOVERNOR'S CONSIDERATION

The Honorable Daniel J. Evans
Governor of Washington
State Capitol
Olympia, Washington

Dear Dan:

It would appear apropos to confirm details for the Astoria Bridge dedication with you at this time.

The parade will begin at 11:30 a.m. in downtown Astoria, with the reviewing stand and judges being at the area of the dedication ceremony. The parade is to begin so that it will be completed at 2:00 p.m., the time which has been established for commencement of the dedication ceremony.

The Governors' Box and podium will be on the top tier of the special bleacher being erected for this occasion. Mrs. Hatfield will accompany me and I certainly hope that Mrs. Evans can accompany you.

We have invited to sit in the Governors' Box with us the Congressional Delegations of both States, Senator Robert C. Bailey from Washington, Senator Daniel A. Thiel and Representative W. H. Holmstrom of Oregon, and their wives. These are the three legislators who were the prime motivators of the successful enactment of legislation necessary to the construction of this bridge. Also invited to sit in the Governors' Box are the Highway Commissions of your State and mine with their wives, Reverend H. Robert Grossman (who will give the invocation) and his wife; and, last but not least, Miss Washington, Sandra Lee Marth, and Miss Oregon, Estrellita Shiel, and their chaperones Mrs. Fred Swanstrom and Mrs. Richard Mallon.

Invited to sit in the official section are the Legislators of both States, city and county officials of the area on both sides of the river and presidents of Chambers of Commerce and other civic groups.

I understand that your schedule is extremely tight and that you will be unable to accompany me in the parade. If you will advise me of your estimated time of arrival at the Astoria airport, I will be most happy to meet you. If by chance I should be detained in the parade, my driver Sergeant Bill Newell of the Oregon State Police will be there to meet you.

Since the speaking will be restricted to you and myself representing our respective States and the Chairman of your Highway Commission representing the Washington Department of Highways and the Chairman of our Highway Commission representing the Oregon State Highway Department, it is anticipated that the dedication ceremony will not exceed 45 minutes.

It is planned that we be police escorted across the bridge and returned as the symbolic first users of the bridge. This should not take but a few minutes following the ribbon cutting and it is hoped that you will be able to accompany me during this part of the ceremony. I imagine this will be the first trip across the bridge for both of us.

I shall look forward to joining you in the dedication of this magnificent vehicular tie between our two States.

Sincerely,

VDW:bg

CONTRACTORS ON ASTORIA BRIDGE PROJECT

7-8-66

Substructure	6124	DeLong Corporation	New York, New York
Substructure	6467	Raymond International Inc.	New York, New York
Superstructure	6268	U. S. Steel Corporation	Portland, Oregon
Desdemona Sands Viaduct	6246	J. H. Pomeroy & Co. & Ben C. Gerwick, Inc.	San Francisco, Calif.
Rip Rap Piers	6527	Umpqua River Navigation Co.	Reedsport, Oregon
(Astoria Appr.	6499	Pacific Concrete Co.	Portland, Oregon
(Bldg. Dem.	6298	D. A. LaVelle Construction Co.	Portland, Oregon
(R. Imp.	6774	All-City Tree & Landscape Service	Portland, Oregon

Resident Bridge Engineer Robert Ellison

July 8, 1966

JUNE 20, 1966

Oregonian, Portland.. 6-19

Illustrations by staff artist John Waddingham

This Bridge Will Scuttle A Fleet Of Ferryboats

By Priscilla Averill

THE SCENE IS CHANGING at the mouth of the Columbia these days. A handsome bridge, nearing completion after almost three years in the building, now links the Oregon and Washington shores. In its shadow the Astoria-Megler ferryboats, which for 45 years have spanned this 4½-mile gap in the coast highway, sit rocking in the waves of the Astoria waterfront — like fading belles rocking on the hotel porch while a new glamor girl captures all the attention.

Periodically the M.R. Chessman, the Tourist No. 3 and Tourist No. 2 still plod their matronly way across the river and back, but now always within sight of the flashy newcomer whose graceful curves and sleek lines hold promise to ferry-bound motorists that they will soon be traveling in faster company.

WHEN THE BRIDGE opens this summer, capable of funneling more cars over the river in an hour than the ferries could move in a day, the good ships of Oregon's "highway navy" will blow their final departing whistles and go down in history with the dugout canoes, the sailing craft, the side-and stern-wheelers that plied these waters before them. In the age of the freeway there's no room on the road for anything that moves nine miler per hour.

The ferries belong to another, more leisurely, age. Back in the early Twenties, when the Astoria ferry service was young, motorists drove their shiny gas buggies in caravans down the new road from Portland just to ride the ferry. They still do, but the road is faster now and so are the cars. The pace of everything except the ferries has quickened. When the man behind the wheel of the T-Bird wants to go places, he expects to get there faster than did the man behind the wheel of the Model-T; and when he makes a trip to ride the ferry, it's strictly a sentimental journey.

TO MANY NORTHWESTERNERS the ferries have been more than just a means of getting to the opposite shore. For boatless families, a ferry trip has meant an inexpensive "cruise"; for road-weary travelers, a chance to pile out of the car and unwind, commune with sea and sky, and let the children walk off excess energy in a turn around the deck.

For most Astorians, the ferries' bobbing wheelhouses have overlooked the downtown scene for as long as they can remember. Their departing whistles have served both as time signals and weather reports (if the ferry stays in port, the storm is a bad one). On at least one occasion, during a massive power failure after the Columbus Day storm, the M.R. Chessman was the only restaurant in "town" serving hot meals.

SINCE THE STATE of Oregon took over the ferry operation in 1946, things have been relatively calm at the mouth of the Columbia. In their first 25 years, however, the ferries were run as a free enterprise by an Astoria Swede who was both free and enterprising — and their path was often stormy.

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Elfving took one look and did what any red-blooded American businessman would do. he called his lawyer. In short order, the offenders were carted off to jail for "setting piling without a license," and the Tourist 3 was on its way to the Washington shore. When she returned, a large crowd was waiting on the Astoria landing to see what Elfving would do next. Twice the ferry backed off, and twice she came down on the blockade, toppling first one dolphin then the other with a splintering crash, while the crowd cheered wildly.

Astorians still look back with relish on the "Ferry War." It came to a head one dark Saturday night . . .

TO MAKE VICTORY even sweeter, some of the loosened piling drifted over to the rival company's dock and damaged the North Beach's propeller and rudder, laying her up in drydock for repairs.

The remaining battles of the Ferry War were not quite as colorful, since they were fought with legal and financial papers instead of with pile-drivers and ferryboats; but peace was restored when Elfving eventually bought out the rival company and the mouth of the Columbia was tranquil until the outset of World War II.

This time it was Tourist No. 2 that became the fighting ship of the Highway Navy. Fitted as a minelayer, she protected the Columbia's entrance from possible enemy approach and returned at war's end with an "E" pennant flying from her masthead — the only ferryboat to be so honored.

THE FIRST CAR FERRY, Tourist No. 1, retired long years ago, but her wheelhouse didn't; it still sits on the dock at Astoria serving as ferry ticket office. Tourist 2 and 3 are still ferrying cars across the river, but they're not packing 'em in the way they used to. Today's cars are wider than those for which these boats were designed.

Cover Story

Both together can't hold as many as the 44-car M.R. Chessman, queen of the ferry fleet, launched in 1948 to cope with steadily mounting traffic jams which post-war years brought to the ferry landings. The fourth ferry, Kitsap, was purchased in 1962 when the Seattle World's Fair brought new waves of tourists to the coast — and was promptly dubbed the "wiener boat" because her kitchen served only hot dogs.

NOW OUT OF SERVICE, she sits with her sister "ships" in the State of Oregon's used-ferry lot on the Astoria waterfront, waiting for a buyer. As always, most customers are attracted to the flashier model — the Chessman — whose steel hull makes her subject to the same stringent standards set for ocean-going vessels.

But what of the hardy Tourist No. 2 and Tourist No. 3 that have been a part of the Columbia scene for so long? They may not have so much chrome, but there's a lot of good mileage left in them. And when they go, a large chunk of this region's colorful past will go with them.

Anybody want to buy a good used ferryboat?

Priscilla Averill is an Astoria writer.

RECEIVED
JUN 16 1966

FOR FILING

6 2 68

file

Salem, Oregon
June 15, 1966

Souvenir Brochure Marking Dedication
Ceremonies of the Astoria Bridge

Mr. Victor D. Wolfe
Administrative Assistant

A study was made to determine the cost of publishing a brochure marking dedication ceremonies of the trans-Columbia River bridge at Astoria on August 27, 1966. The approximate price obtained is based on a 24-page brochure with pictorial and editorial material and a four-color cover. The estimated cost for 5,000 copies is $1,800. Additional copies per 1,000 will be approximately $125. The estimated cost of 10,000 copies is $2,432.

Approximately $500 to $600 can be saved by doing a cover in black and white. A tentative dummy layout for the brochure is attached.

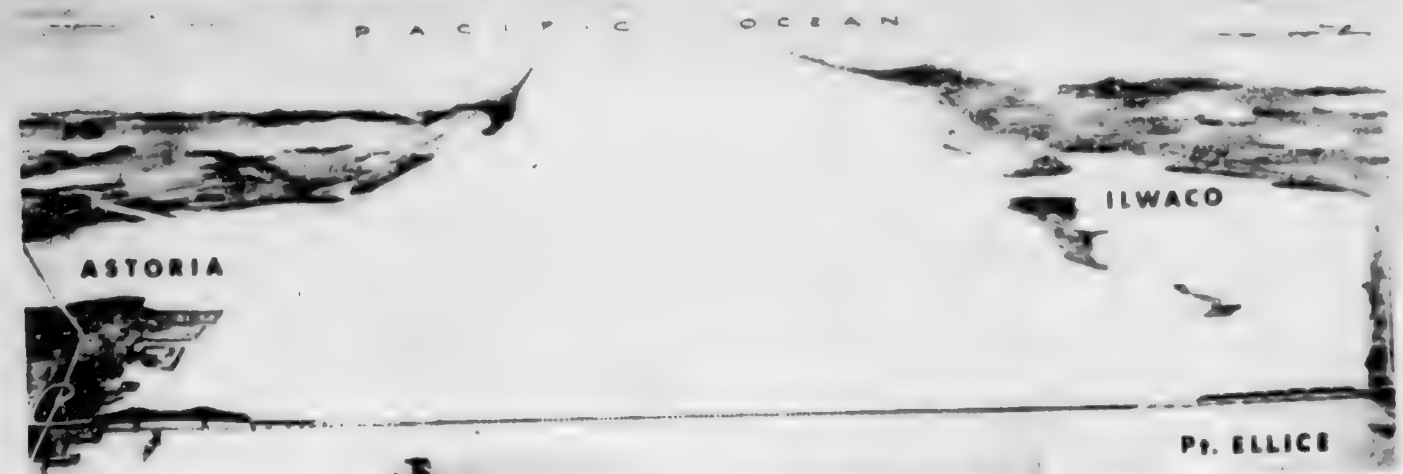
John J. Earley
Public Information Officer

JJE:me

Enclosure

JUNE 14, 1966

The Tribune, Ilwaco, Washington ----- 6/3



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Construction of the 4.1-mile trans-Columbia bridge from Astoria to Point Ellice will be completed this summer. One of the last bottlenecks on Highway 101 will be eliminated when the $24 million bridge is opened for traffic this year

Official dedication of the span is set for August 27, but motorists will be permitted to use the bridge as soon as the decking contract is completed. A toll plaza is located on the Oregon shore, where passenger cars will be charged $1.50. Light vehicles with one-axle trailers will pay $2.00, and two-axle trailers, $2.25. The fee for motorcycles will be $1.00. Foot traffic will not be permitted.

First contract for this long-sought bridge was let in 1962 and others in 1963. Construction was made possible through the joint backing of the Oregon and Washington legislatures in their 1961 sessions.

From the south, the new section of US101 begins at a toll station just off Astoria's Marine Drive and curves counterclockwise through a full 360 degrees as the Astoria approach rises to the ship channel. It then makes a long leap high across the main ship channel near the south river bank. Here it descends to 25 feet above sea level for more than 10,000 feet across the sometimes dry Desdemona Sands, then climbs briefly again for 49 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

Seven 350-foot steel through truss spans will carry traffic across the Columbia River's north channel which forms the boundary between Washington and Oregon.

The Astoria approach utilizes prestressed concrete beam spans set on concrete piers, located to avoid overloading the slide-prone Astoria hills. From its beginning in a turn north off Marine Drive, the approach rises in a gradual curve, crosses Marine Drive once, continues the curve in an easterly direction, still gaining altitude, and recrosses Marine Drive a second time on roughly a north-south axis.

At this point, a steel deck truss section carries the roadway to the 2,464-foot three-span through truss section across the main channel Crossing the main ship channel, the lowest steel member of the center span is nearly 200 feet above mean low water and stretches 1,232 feet between the two steel towers supporting the cantilever spans – clearance enough to float the U.S. Navy's biggest battleship under the bridge at high tide. The towers are mounted on concrete piers protected by wooden fenders, leaving a ship channel 1,070 feet wide.

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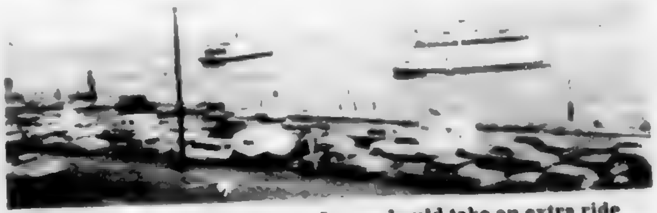

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Headlight Herald -- 6/5
Tillamook

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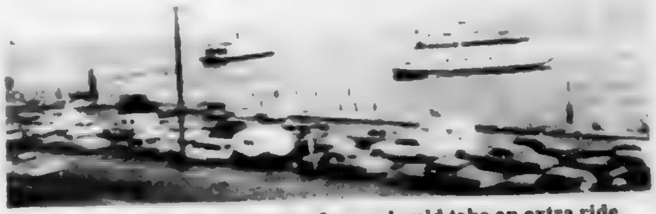

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Mockford had written the board May 23 to protest the lack of access to the river banks by the public in connection with the new bridge construction. He called for full development of public facilities and access at the river for public use.

6/8/66

Memo to John Earley

(re Inquiry of Senator Morse)

The Astoria Bridge was built under a $24,000,000 bond issue. The cost of the project has exceeded this figure. The bridge proper was built under four contracts and right of way project which were qualified as Federal-aid projects with a token 1% commitment on the Federal Government's part. The projects are as follows, with Oregon's share being 70% and Washington's 30%:

Colu[illegible]a River Bridge at Astria

[illegible] 8 1966

			Program		
		Total Cost	1% Finance Primary	Urban	63.51% Primary
6124	U-F-003-1(14) Columbia R. Br (Piers)	8656501 -	25969 -	60595 -	1649320
6467	Oregon 70%	6059550 -	—	60595 -	
	Washington 30%	2596751 -	25969 -	—	1649320 -
6527	F-003-1(15) Columbia R. Br (Refuge)	423775 -	4237	—	269130
	Oregon 70%	296642 -	2966 -	—	188390
	Washington 30%	127133 -	1271 -	—	80740
6268	F-003-1(16) Columbia R. Br (Super Str.)	11134048 -	111340	—	7071230
	Oregon 70%	7793834 -	77938 -	—	4949860
	Washington 30%	3340214 -	33402 -	—	2121370
6246	F-003-1(18) Colu[illegible] R. Br (Dismantling)	4154854 -	41549	—	2638740
	Oregon 70%	2908398 -	29084 -	—	1847120
	Washington 30%	1246456 -	12465	—	791620
	U-115(16) Columbia R. Br. (ROW) Oregon only	147000 -	— -	1500	—
	Total Cost	24516178	183095	62095 -	11628420
	Total Oregon 70%	17205424 -	109988 -	62095 -	6985370
	Total Washington 30%	7310754	73107	—	4643050

Colu[illegible] River [illegible]ridge at Astoria

	Total Cost	Program 1% Finance Primary	Urban	63.51% Finance Primary	Urban
(14) Columbia R. Br (Piers)	8656501 -	25969 -	60595 -	1649320	3848420 -
Oregon 70%	6059550 -	-	60595 -		3848420 -
Washington 30%	2596951 -	25969 -	-	1649320 -	-
3) Columbia R. Br (Approach)	423775 -	4237	-	269130	-
Oregon 70%	296642 -	2966 -	-	188390 -	-
Washington 30%	127133 -	1271 -	-	80740 -	-
Columbia R. Br (Superstr.)	11134048 -	111340	-	7071230 -	-
Oregon 70%	7793834 -	77938 -	-	4949860 -	-
Washington 30%	3340214 -	33402 -	-	2121370 -	-
(18) Colu[illegible] R. Br (D[illegible])	4154854 -	41549	-	2638740	-
Oregon 70%	2908398 -	27084 -	-	1847120 -	-
Washington 30%	1246456 -	12465	-	791620 -	-
) Columbia R Br. (ROW) Oregon only	147000 -	-	1500	-	93360 -
Total Cost	24516178	183075	62095 -	11628420 -	3941780 -
Total Oregon 70%	17205424 -	109988 -	62095 -	6985370	3941780 -
Total Washington 30%	7310754	73107	-	4643050	-

The 1% token financing cannot be paid to the respective states until such time as a project agreement is executed formally obligating the funds. A Federal regulation states that the final pro rata share of participation desired by the state must be set forth in the project agreement. This means that the state must have sufficient unprogrammed Federal-aid balance in the proper category to cover the commitment. This requirement effectively precludes advancing these projects to project agreement stage in view of other pressing demands for these same funds.

In addition to the foregoing, the Oregon approach was a project estimated to cost $1,215,733, with full Federal pro rata share of $772,000. Neither it nor the Washington approach were built from bond funds.

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Dad

May 27, 1966

The Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Governor Hatfield:

To commemorate the dedication of the trans-Columbia River bridge at Astoria on August 27, the Highway Department is planning to publish a souvenir brochure.

We are desirous of including your portrait and a statement from you, approximately 150 words in length, telling what the bridge means to the people of Oregon and Clatsop County. We also plan to include a portrait of Governor Daniel J. Evans of Washington and a statement of similar length as yours, telling what the bridge means to his state.

If possible, we would prefer to have your office obtain the necessary material from Governor Evans.

To meet publication deadlines, we should have this material by the end of June.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Commissioners

cc: R. L. Porter
Victor D. Wolfe

(public relations) bg

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JUN 16 1966

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6268

file

May 23, 1966

Mr. Fergus Hoffman
Business-Financial
Post-Intelligencer
6th and Wall
Seattle, Washington

Dear Mr. Hoffman:

Reference our telephone conversation this morning, I am forwarding a fact sheet and toll schedule for the trans-Columbia River bridge between Astoria, Oregon, and Point Ellice, Washington. I am also including a copy of the present ferry schedule, which will be discontinued when the bridge is opened. The ferries have been advertised for sale.

As I indicated in our phone conversation, figures available to the Oregon State Highway Department show that the bridge at Astoria has the longest continuous truss series in the world. The channel span of the bridge is 1,232 feet, which with the 616-foot end spans combines into a continuous truss 2,464 feet in length.

The dedication ceremonies for the bridge are scheduled for August 27, with notable figures from across the nation being invited in addition to the Governors of the states of Oregon and Washington. The ceremonies will be held in conjunction with the annual regatta festivities in Astoria. The Oregon State Highway Department, however, plans to open the bridge to traffic as soon as it is ready.

The cost of the bridge was estimated as $24 million when the bond issue was approved; however, the final cost cannot be determined until the litigation with the DeLong Corporation is adjudicated. The $24 million figure does not include interest on the bonds. The Oregon approach to the bridge is being constructed as a Federal-aid project. I do not know the financial status of the Washington approach. The structure is programmed with the Bureau of Public Roads with the Federal portion deferred to future years when utilization of these funds for this purpose will not cripple other Federal-aid projects in Oregon and Washington. Not being on the Interstate system, it is not eligible for these funds.

If I can be of any further assistance, please let me know.

Sincerely,

Forrest Cooper
State Highway Engineer

By: John J. Earley
Public Information Officer

JJE:me
Encl. cc V. D. Wolfe

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MAY 25 1966
FOR FILING

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May 23, 1966

Mr. Holly V. Holcomb
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Holcomb:

The Astoria Interstate Bridge will be dedicated at 2:00 P.M. Saturday, August 27. This will be immediately following the annual Regatta parade.

The dedication per se will be in the area of the toll facility. Governor Hatfield has already received confirmation from Governor Evans as to attendance. The entire legislatures of both states and many other officials will be invited by Governor Hatfield.

A meeting was held on May 16 in the office of Jean Hallaux, Chamber of Commerce, Astoria, to coordinate the efforts of the many people involved. Oregon State Police were represented by Corporal Fred Mink. A great many of the problems attendant to this dedication were resolved.

Paul Bettiol, Chief, Astoria City Police, requested that in line with our discussions, you be asked to communicate with the Washington State Patrol to the effect that Chief Bettiol and Sergeant Flippo will be in touch with them regarding necessary police assistance from the Washington State Patrol on the Washington shore. This is due to the fact that the bridge will be closed to traffic from approximately 12:00 Noon to 3:30 P.M. Corporal Mink advised that

The Oregon State Police would not want traffic held on the structure for this extended period of time, so it was his recommendation that the traffic be halted on the Washington shore.

We would be most appreciative if you would advise Mr. Will Bachofner, Chief, Washington State Patrol, that the above mentioned personnel will be in contact with the Washington State Patrol for this assistance. In other words, it was felt at the Astoria local level that a great deal could be accomplished by the "greasing of the skids" by your office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc

bc Forrest Cooper
R. L. Porter

RECEIVED
MAY 23 1966

FOR FILING
6268

FORM E-30 50M SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

May 20, 1966

SUBJECT: Astoria Bridge Dedication

To: MEMO TO THE FILE

On May 16 at 1:00 P.M. a meeting was held at the office of the Astoria Chamber of Commerce re the above subject. Those present were

Jean Hallaux, Chamber of Commerce Manager
Bob Lovell, Chairman of the Sister City Program
Dale Curry, City Manager
Evor Kumpula, President of the Regatta
Jay Puffinberger, Vice President of the Regatta
Jay Shepard, Parade Chairman
Paul Bettiol, Chief, Astoria City Police
Corporal Fred Mink, representing William Flippo, Sergeant of the State Police.

It was determined that the Regatta parade would commence at 11:30 A.M. and the line of march would be from east to west this year, rather than the normal west to east. The parade will go by the official dedication stands, at which point the dignitaries will disembark from convertibles and be escorted to the official stand. The parade will disband beyond the site of the dedication.

The dedication will begin at 2:00 P.M. An attempt will be made to contain it to less than an hour's duration.

The over-all policing problems within the city limits will be under the direction of Paul Bettiol, Astoria City Police Chief, with the State Police and the Sheriff's office cooperating. Traffic coming into Astoria from the south will be detoured at the east end of the Youngs Bay Bridge via 7th Street around the area of the celebration.

Traffic southbound from the State of Washington will be stopped on the Washington shore at approximately 12:00 Noon for a period of an estimated 3 to 3½ hours. This is from the Oregon State Police, specifically Corporal Fred Mink, who represented William Flippo, Sergeant of the State Police at Astoria. Corporal Mink explains that we could not detain people on the structure for any extended period of time due to the uncomfortableness of some people because of heights, plus the toilet facility problem attendant to small children, who might be stranded on the bridge for a considerable period of time, both problems being removed by holding the southbound traffic on the Washington shore.

The official family will be police escorted across the bridge, U-turn, return, and be escorted to the fish fry at the 4-H Grounds in Astoria, and the remaining ceremony consists of the police trying to untie traffic jams. The police are not concerned with this problem as long as it is handled in the above described manner, which is their recommendation.

On May 17, Jean Hallaux, Bob Lovell, Evor Kumpula, Paul Bettiol, and the writer met at Long Beach with the representatives of the Ilwaco, Long Beach and Ocean Park Chambers of Commerce to dovetail the north shore activities with the Regatta activities. Among those present were David Aase, Rueben Anderson, Skip Wilson, Max Wilson, Lyle Clark, Senator Robert Bailey, and Sid Holcomb.

There are going to be several interim committees in session at Long Beach on the 26th and 27th, a salmon bake, social hour, charter fishing, et cetera. It would appear that there will be no particular conflict in activities unless there would be a problem of getting the Washington Legislators across the bridge in time for the dedication ceremony. This phase will be worked out by the police.

Victor D. Wolfe
Victor D. Wolfe
Administrative Assistant

VDW:mc

cc Forrest Cooper
R. L. Porter
Jean Hallaux

4 6-66

A COMPARISON OF FORECAST
AND ACTUAL TRAFFIC
ON THREE COLUMBIA RIVER TOLL BRIDGES

1. The Dalles Bridge
Feasibility Study by Seage & Tudor, San Francisco, California
Date of report with traffic forecasts: July, 1956
Date Bridge opened to traffic: December 18, 1953

Year	Forecast Traffic	Actual Traffic	Percent Difference
1962	558,000	501,510	-10.1
1963	575,000	472,310	-17.9
1964	593,000	508,080	-14.3
1965	611,000	475,230	-22.2

2. Umatilla Bridge
Feasibility Study by Coverdale & Colpitts, New York, N.Y.
Date of report with traffic forecasts: September, 1952
Date Bridge opened to traffic: April 15, 1955

Year	Forecast Traffic	Actual Traffic	Percent Difference
1962	690,000	438,000	-36.5
1963	723,000	405,880	-43.9
1964	756,000	425,590	-43.7
1965	789,000	469,755	-40.5

3. Sam Hill Memorial Bridge (Biggs Rapids)
Feasibility Study by Wilbur Smith & Associates
Date of report with traffic forecasts: June 1959
Date Bridge opened to traffic: November 1, 1962

Year	Forecast Traffic	Actual Traffic	Percent Difference
1962	268,000	—	—
1963	322,000	230,315	-28.5
1964	347,000	246,740	-28.9
1965	345,000	310,615	-10.0

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
March 23, 1966

SUBJECT: Columbia River Bridge at Astoria

To: Mr. Victor D. Wolfe
Administrative Asst.
State Highway Building
Salem, Oregon

To bring you up to date on the status of the commemorative stamp honoring opening day of the subject project, I enclose one copy each of a recent letter from Congressman Wyatt and his enclosure from Special Assistant to the Postmaster General, Ira Kapenstein.

R.W. Ellison
R.W. Ellison
Project Bridge Engineer

RWE:dhb

cc; file

FORREST COOPER

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OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 17, 1966
Astoria, Oregon

SUBJECT: Columbia River Bridge at Astoria
Tentative Opening Date

To: Mr. Victor D. Wolfe
Administrative Assistant
State Highway Building
Salem, Oregon

Herewith I enclose a letter from Congressman Wendell Wyatt relative to the issuance of a commemorative stamp (U.S. Postage) honoring the opening of the subject structure. Congressman Wyatt and I have been corresponding on this subject since the day he became a congressman.

I send the letter to you for answer as to a tentative opening date.

R.W. Ellison
R.W. Ellison
Project Bridge Engineer

RWE:dhb

cc: Mr. I.D. Merchant
Mr. R.D. Asburry
file

1
OFFICE OF
STATE HIGHWAY ENGINEER

P/1

Office of the Postmaster General
Washington, D.C. 20260

March 15, 1966

Honorable Wendell Wyatt
House of Representatives
Washington, D. C. 20515

Dear Congressman:

Thank you for your letter of March 9 with further reference to the request for the issuance of a commemorative stamp for the opening of the Astoria-Megler Bridge.

This proposal is still on the agenda for consideration as the remainder of the 1966 stamp program is developed.

Your continued interest in this particular stamp is appreciated.

Sincerely yours,

Ira Kapenstein

Ira Kapenstein
Special Assistant to the
Postmaster General

OREGON STATE HIGHWAY DEPT.
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E
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BRIDGE
OFFICE

WENDELL WYATT
FIRST DISTRICT
OREGON

310 POST OFFICE BLDG
SALEM OREGON

COMMITTEE
INTERIOR AND INSULAR AFFAIRS

ROOM 1030
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

Congress of the United States
House of Representatives
Washington, D.C.

August 10, 1965

Honorable John A. Gronouski
Postmaster General
Post Office Department
Washington, D.C.

Dear Mr. Gronouski: Re: Special commemorative stamp
Astoria, Oregon Bridge Opening- 1966

My hometown is in Astoria, Oregon. Sometime in mid-1966 the definite date of which I am in the process of securing, the trans-Columbia River bridge from Astoria, Oregon to Megler, Washington will be completed and opened for its initial traffic.

This is an enormous event in the history of the Pacific Coast because it marks the last link in highway connection from Mexico to Canada. The Columbia River, of course, has played a great role in the history of the West. This bridge will be four miles long and will cost in excess of $25 million. It will be a two lane structure. The roadway will be 200 feet above the water over the main shipping channel on the Oregon side of the river, and will be 365 feet above the water at its highest point. Span links constitute a total truss of 2,464 feet. This will be the longest continuous through truss in the world upon its completion. The center of the main span of this truss is over the main shipping channel in the river.

This bridge will open up to tourist traffic the entire coast of Oregon and the coast of the State of Washington and will be of tremendous economic benefit to this entire area.

In the past the Post Office Department has issued seven stamps which have depicted bridges. In 1899 the Mississippi River bridge was shown on the trans-Mississippi-Omaha Exposition series. In 1901 the single span steel bridge below Niagara Falls was shown on one of the series of the Pan American set. In 1947 the San Francisco-Oakland Bay bridge was shown on the 25¢ international airmail stamp.

In 1948 the Niagara Railway Suspension bridge was shown on a special commemorative which observed the 100 years of friendship with Canada. In 1952 a typical covered wooden bridge of the 1852 period and George Washington Bridge in New York City was shown on the occasion of the 100th anniversary of the founding of the American Society of Civil Engineers.

In 1958 a three-cent stamp was issued commemorating the dedication of the bridge across the Mackinac Straits connecting the peninsulas of Michigan.

The most recent commemorating stamp was issued last year and was a 5¢ stamp commemorating the opening of the world's longest suspension bridge connecting Brooklyn and Staten Island, New York, the Verrazano-Narrows Bridge.

Certainly the opening of the Astoria bridge would be an event of comparable significance to most of these events commemorated and certainly greater than some.

I urge you in the strongest possible way to have your Advisory Committee give this project its most serious consideration.

Sincerely,

WENDELL WYATT
Member of Congress

WW/c

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6767

March 7, 1966

Mr. Claude A. MacDonald
Quartermaster
Chas. H. Abercrombie Post 37
Veterans of Foreign Wars
P. O. Box 784
Astoria, Oregon

bc: Forrest Cooper
R. L. Porter
Tom Edwards
R. D. Asburry
Robert Ellison

Dear Mr. MacDonald:

Your letter addressed to Mr. Robert Ellison regarding the possibility of a "bridge walk day" at the time of the completion of the Astoria Bridge has been referred to my office.

There will be a dedication ceremony preceding the opening of the Astoria-Megler Interstate Bridge to traffic. Many State officials from both the State of Oregon and the State of Washington will participate, the Oregon delegation being headed by Governor Hatfield. Since the dedication is going to be one of extreme interest, with many organizations wishing to take part, there has been an agreement that that portion pertaining to the actual dedication will be handled by the writer on behalf of the Highway Department and Governor Hatfield, and the balance of the program, which will probably include parades, etc., will be cleared through Mr. Jean Hallaux, manager of the Astoria Chamber of Commerce. So that there will be no conflicts or confusion, may I suggest that you take your request to Mr. Hallaux for consideration at the local level.

We very much appreciate your interest in the dedication of this structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

cc: Mr. Jean Hallaux

VDW:r

FORM 2-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
February 23, 1966

SUBJECT: Columbia River Bridge
Bridge No. 7949
VFW , Proposed Pedestrian Day

To: Mr. R.D. Asburry
Division Engineer
Salem, Oregon

Enclosed please find a letter from the local VFW Post requesting permission to have a day when pedestrians may walk across the new bridge prior to opening same to vehicular traffic. Note that prizes will be offered to the fastest walkers.

I believe this would be a noteworthy event and am sure arrangements for same can be made on the job. This could even be done on Saturday or Sunday when no construction work is actually being performed.

If the Highway Department can grant permission for such an event, I will be happy to so inform the local VFW Post.

R.W. Ellison
R.W. Ellison
Project Bridge Engineer

RWE:dhb

cc: Mr. I.D. Merchant w/encl. ✓
Mr. A.A. Rear w/encl.
Mr. W.W. Ballinger

Mr. Wolfe
Mr Soap
Pat Edwards
Jun

[illegible]

[illegible]

[illegible]

Att, [illegible] Ellison

[illegible]:

[illegible] bridge to Washington is being watched by the [illegible] with much interest. Everyone is waiting the [illegible] it, as this letter will imply.

[illegible] would like to have your approval to have a Bridge [illegible] it is opened to traffic. We do not have all the plans made [illegible] as we would like to know if the permission can be had to [illegible] such a thing.

[illegible] will not be a profit venture but more to get the people out to [illegible] the bridge. We plan to give prises to the fastest walker in different age groups. Also a certificate to all who do walk the total [illegible] one way. The starting point will we from both sides with [illegible] the Ferry landings provided.

[illegible] the completion date is not known, or when the roadway will be clear, the date is not set. This can be had by contacting you when the [illegible] is passed. I am sure this will be well advertised in [illegible]

[illegible] your reply. Thank you.

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NOTED BY
FEB 23 1966
ASTORIA BRIDGE OFFICE
E

Sincerly Yours

Claude A. Mac Donald Quartermaster

OREGON STATE HIGHWAY DEPARTMENT
Maintenance Division

OREGON-WASHINGTON TOLL BRIDGES AND TOLL FERRIES

3-1-66

COLUMBIA RIVER

1. Astoria, Oregon - Megler, Washington: Ferry

Operated by Oregon State Highway Commission, R. M. Smith, Ferry Superintendent, Ferry Terminal, Astoria, Oregon. Phone: FAirfax 5-1641.
Contractor: Astoria Navigation Company, Astoria, Oregon.
T. R. Williams, Superintendent. Phone: FAirfax 5-2801.
Car and driver: $1.25; Passengers: 25¢ each; Children 6 to 12 years: 15¢.
Trailers: 25¢ to $1.50; Trucks, empty: $1.75 to $5.00; 25¢ per ton for load.
Motorcycles: 50¢ to 75¢. Livestock in truck or trailer, per head: Cattle and horses, 50¢; Sheep and calves under 6 months, 25¢.

Last part of September through first part of June:

Lv. Astoria	A.M.	5:30,	8:00,	9:30,	11:00,		
	P.M.	12:30,	2:00,	3:30,	5:00,	6:30,	8:00.
Lv. Megler	A.M.	7:15,	8:45,	10:15,	11:45,		
	P.M.	1:15,	2:45,	4:15,	5:45,	7:15,	8:45.

Last part of June and first part of September:

Lv. Astoria	A.M.	6:30,	8:00,	9:30,	10:15,	11:00,	11:45,		
	P.M.	12:30,	1:15,	2:00,	2:45,	3:30,	4:15,	5:00,	6:30,
								8:00,	9:30.
Lv. Megler	A.M.	7:15,	8:45,	10:15,	11:00,	11:45,			
	P.M.	12:30,	1:15,	2:00,	2:45,	3:30,	4:15,	5:00,	5:45,
							7:15,	8:45,	10:15.

July and August:

Lv. Astoria	A.M.	6:30,	8:00,	9:30,	10:30	then every 30 min. to and including
	P.M.	5:30	6:30	8:00	9:30	
Lv. Megler	A.M.	7:15,	8:45,	10:15,	11:15	then every 30 min. to and including
	P.M.	6:15,	7:15,	8:45,	10:15.	

Additional trips depend on traffic volume. Charter trips are available.
Maximum vehicle width: 8 feet: MV Tourist II and MV Tourist III,
9 feet: MV M. R. Chessman.
Maximum length: MV Tourist II and MV Tourist III: 55' with permit; MV M. R. Chessman: 60' with permit.
Capacity: MV Tourist II: 17 cars; MV Tourist III: 17 cars; MV M. R. Chessman: 44 cars.
Vertical clearance: MV Tourist II: 11'6"; MV Tourist III: 10'6", MV M.R. Chessman: 12'0".
Weight limit: Vehicle and load, all vessels: 27 tons.
Crossing time: 30 minutes.

THE ASTORIA-MEGLER FERRY OPERATION WILL BE REPLACED BY TOLL BRIDGE ABOUT MID-SUMMER, 1966.

2. Westport, Oregon - Puget Island, Washington: Ferry

Operated by Wahkiakum County, Cathlamet, Washington; County Agent, A. G. Hanson, Phone: 795-4471; Operator, George Bergseng 849-2648.
Passenger cars: $1.25; Trucks: $1.50 to $3.00. Special Trips: After closing until 8:00 P.M.: $5.00; 8:00 P.M. until midnight: $10.00.

2. Westport, Oregon - Puget Island, Washington: Ferry (Cont.)

Monday through Saturday:

Lv. Puget Island	A.M.	7:20,	8:45,	9:45,	10:45,	11:45,
	P.M.	12:45,	1:45,	2:45,	3:45,	4:45.
Lv. Westport	A.M.	7:45,	9:00,	10:00	11:00,	12:00,
	P.M.	1:00,	2:00,	3:00,	4:00,	5:00.

June 1 - September 1 on Saturdays, Sundays and Holidays:

Lv. Puget Island	P.M.	5:45,	6:45.
Lv. Westport	P.M.	6:00,	7:00.

3. Rainier, Oregon - Longview, Washington: Bridge

Operated by Washington State Department of Highways, Olympia, Washington, Phone: 423-1370.
Overhead clearance: 14 feet.
Load Limit: none
Open 24 hours daily. (TOLLS ARE NO LONGER CHARGED ON THIS BRIDGE).

4. Portland, Oregon - Vancouver, Washington: Interstate Toll Bridge

Operations and Maintenance: Oregon State Highway Commission, R. V. Cotton, Bridge Superintendent, 9200 S.E. McLoughlin Blvd., Portland, Oregon.
Toll Collections: Washington Toll Bridge Authority, Olympia, Washington, with an office at 12345 N. Union Avenue, Portland, Oregon.
All tolls include driver and passengers.
Cars (includes: Taxi Cab, Station Wagon, Suburban Carryall, Ambulance, Hearse, and Trucks under 6,000 lbs.): 20¢. Motorcycles: 20¢.
Commuter rates at 15¢ on cars and motorcycles are available by the purchase of tokens at 40 tokens for $6.00.
Passenger car with trailer: 40¢. Single unit trucks (over 6,000 lbs.): 40¢. Truck combinations (Truck-Semi Trailer, Truck-Trailer): 60¢. Buses, Public Inter-urban, through or chartered: 60¢. Truck and bus discounts are available to all such vehicles making 20 trips or more, operated in the name of a single operator or owner with discounts based cn the number of trips per month.

5. Cascade Locks, Oregon - Stevenson, Washington: "Bridge of the Gods": Toll Bridge

Operated by Port of Cascade Locks, Cascade Locks, Oregon; Port Commissioners: Gene Miller and Ben Scott; Treasurer: Russ Nichols; Secretary: Harry Cramblett.
Passenger, Auto or Pickup truck one-way: 50¢. Round Trip: 85¢. Tickets valid through two-year period beginning January 1 and July 1. Auto or Pickup Truck and one-axle Trailer: 75¢. Auto or Pickup Truck and two-axle trailer: $1.00. Trucks: $1.00 to $3.00. Three-axle trailer: $1.50. Bus: $1.25. Motorcycles: 25¢. Pedestrians and bicycles: 10¢.
No charge for passengers in vehicles.
Specific discount rates for multiple use of bridge granted at option of Port Commission.
Vertical clearance: 14'6".

6. Hood River, Oregon - White Salmon, Washington: Toll Bridge

Operated by Hood River Port Commission, Hood River, Oregon.
Cars: 50¢. Trucks: $1.00 to $2.50. Car and single axle trailer: 75¢. Car and Trailer House: $1.00. Pedestrians: 25¢. Bicycles and motorcycles: 35¢.
Overhead clearance: 13'6".
Loads over 8 feet wide must have a flagman to maintain one-way traffic while crossing.
Load Limit: All legal or special loads.

7. The Dalles, Oregon - Dalles Port, Washington: Toll Bridge

Operated by Wasco County.
Car or car and trailer: 25¢ per axle. Truck or truck and trailer: 50¢ per axle.
Pedestrians: 10¢. Motorcycles: 25¢. Bicycles: 10¢.
24-hour service.
Load Limit: All legal or special permit loads.
Overhead clearance: 15'9".

8. Biggs, Oregon - Maryhill, Washington: Toll Bridge

Operated by Washington State Toll Bridge Authority, Olympia, Washington, with office at 12345 N. Union Avenue, Portland, Oregon.
Passenger cars including passengers: $1.00. Trucks: $1.50 plus 75¢ per axle. Pedestrians: 10¢. Motorcycles: 25¢.
Overhead Clearance: 14'6".
24-hour service.
Load Limit: All legal or special permit loads.

9. Arlington, Oregon - Roosevelt, Washington: Ferry

Operated by Ben Flippin.
Cars: $1.00 each-way; Trucks: $1.50 and up or 75¢ per axle. Car Trailer: 50¢ and up. Pedestrians: 25¢. Motorcycles: 50¢.
Name of Ferry Barges: "Hood" and "Roosevelt".
Runs on signal: 15-hour service.
Maximum vehicle width: 30 feet. Load Limit: 80 tons. Overhead clearance: Unlimited. Capacity: 12 cars. Maximum length of equipment: 80 feet.
Crossing Time: 5 to 7 minutes, single crossing.

10. Umatilla, Oregon - Plymouth, Washington: Toll Bridge

Operated by Umatilla County.
Passenger cars: $1.00, one-way; $1.25, round trip. Car and Trailer: $1.25 to $1.75. Trucks: $1.50 to $4.25. Bus, over 12 passenger: $1.50. Motorcycles: 25¢. Pedestrians: 10¢. Miscellaneous over-width equipment, etc: $4.25.
24-hour service.
Overhead clearance: 16 feet. Horizontal clearance: 24 feet.
Load Limit: All legal or special permit loads.

AL:hl
3-1-66

TABLE__

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS, ASTORIA TOLL BRIDGE, 1966-1996

Year 1/	ADT	Annual Traffic	Gross Revenues	Operating Expenses 2/	Net Revenue	Bonds Outstanding Beginning of Yr.	Interest Payments	Principal Payments
1966	697	106,000	$ 185,900	$ 39,000	$ 146,900	$ 23,200,000	$ 310,800	$ 400,000
1967	786	286,700	502,800	94,500	408,300	22,800,000	713,800	800,000
1968	805	293,900	515,400	95,400	420,000	22,000,000	681,800	800,000
1969	825	301,200	528,200	99,300	428,900	21,200,000	649,800	800,000
1970	846	308,700	541,400	100,200	441,200	20,400,000	617,800	800,000
1971	867	316,500	555,100	101,100	454,000	19,600,000	585,800	800,000
[illegible]2	889	324,400	568,900	105,300	463,600	18,800,000	556,800	800,000
1973	911	332,500	583,100	106,300	476,800	18,000,000	533,800	800,000
1974	934	340,800	597,700	107,300	490,400	17,200,000	511,600	800,000
1975	957	349,300	612,600	111,700	500,900	16,400,000	488,800	800,000
1976	981	358,000	627,800	112,700	515,100	15,600,000	466,000	800,000
1977	1,006	367,000	643,600	113,800	529,800	14,800,000	442,400	800,000
1978	1,031	376,200	659,800	118,400	541,400	14,000,000	418,400	800,000
1979	1,057	385,600	676,200	119,500	556,700	13,200,000	394,200	800,000
1980	1,083	395,200	693,100	120,600	572,500	12,400,000	369,800	800,000
1981	1,110	405,100	710,400	125,700	584,700	11,600,000	345,000	800,000
1982	1,138	415,200	728,200	126,700	601,500	10,800,000	320,000	800,000
1983	1,166	425,600	746,400	127,900	618,500	10,000,000	295,000	800,000
1984	1,195	436,200	765,000	133,200	631,800	9,200,000	270,000	800,000
[illegible]85	1,225	447,200	784,300	134,400	649,900	8,400,000	244,400	800,000
1986	1,256	458,300	803,700	135,700	668,000	7,600,000	218,800	800,000
1987	1,287	469,800	823,900	141,300	682,600	6,800,000	193,000	800,000
1988	1,319	481,500	844,400	142,600	701,800	6,000,000	167,000	800,000
1989	1,352	493,600	865,700	144,000	721,700	5,200,000	140,600	800,000
1990	1,386	505,900	887,200	149,800	737,400	4,400,000	114,200	800,000
1991	1,421	518,600	909,500	152,400	757,100	3,600,000	87,600	800,000
1992	1,456	531,500	932,100	153,900	778,200	2,800,000	60,800	800,000
1993	1,493	544,800	955,400	160,200	795,200	2,000,000	34,000	800,000
1994	1,530	558,400	979,300	161,700	817,600	1,200,000	7,200	800,000
1995	1,568	572,400	1,003,800	163,200	840,600	400,000	200	400,000
1996	1,608	342,200	600,200	99,000	501,200	- -	- -	- -
TOTALS			$ 21,831,100	$ 3,796,800	$18,034,300		$10,239,400	$ 23,200,000

1/ Data for 1966 assumes that the bridge will open for traffic on August 1st. The 30-year payout period will end August 1, 1996.

2/ Includes insurance premiums on bridge, $50,000, annually.

$1,50 Base Toll

TABLE___
PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS, ASTORIA TOLL BRIDGE, 1966-1996

Annual Traffic	Gross Revenues	Operating 2/ Expenses	Net Revenue	Bonds Outstanding Beginning of Yr.	Interest Payments	Principal Payments	Annual Debt Requirements
106,000	$ 185,900	$ 39,000	$ 146,900	$ 23,200,000	$ 310,800	$ 400,000	$ 710,800
286,700	502,800	94,500	408,300	22,800,000	713,800	800,000	1,513,800
293,900	515,400	95,400	420,000	22,000,000	681,800	800,000	1,481,800
301,200	528,200	99,300	428,900	21,200,000	649,800	800,000	1,449,800
308,700	541,400	100,200	441,200	20,400,000	617,800	800,000	1,417,800
6,500	555,100	101,100	454,000	19,600,000	585,800	800,000	1,385,800
324,400	568,900	105,300	463,600	18,800,000	556,800	800,000	1,356,800
332,500	583,100	106,300	476,800	18,000,000	533,800	800,000	1,333,800
340,800	597,700	107,300	490,400	17,200,000	511,600	800,000	1,311,600
349,300	612,600	111,700	500,900	16,400,000	488,800	800,000	1,288,800
358,000	627,800	112,700	515,100	15,600,000	466,000	800,000	1,266,000
367,000	643,600	113,800	529,800	14,800,000	442,400	800,000	1,242,400
376,200	659,800	118,400	541,400	14,000,000	418,400	800,000	1,218,400
385,600	676,200	119,500	556,700	13,200,000	394,200	800,000	1,194,200
395,200	693,100	120,600	572,500	12,400,000	369,800	800,000	1,169,800
405,100	710,400	125,700	584,700	11,600,000	345,000	800,000	1,145,000
415,200	728,200	126,700	601,500	10,800,000	320,000	800,000	1,120,000
425,600	746,400	127,900	618,500	10,000,000	295,000	800,000	1,095,000
436,200	765,000	133,200	631,800	9,200,000	270,000	800,000	1,070,000
7,200	784,300	134,400	649,900	8,400,000	244,400	800,000	1,044,400
458,300	803,700	135,700	668,000	7,600,000	218,800	800,000	1,018,800
469,800	823,900	141,300	682,600	6,800,000	193,000	800,000	993,000
481,500	844,400	142,600	701,800	6,000,000	167,000	800,000	967,000
493,600	865,700	144,000	721,700	5,200,000	140,600	800,000	940,600
505,900	887,200	149,800	737,400	4,400,000	114,200	800,000	914,200
518,600	909,500	152,400	757,100	3,600,000	87,600	800,000	887,600
531,500	932,100	153,900	778,200	2,800,000	60,800	800,000	860,800
544,800	955,400	160,200	795,200	2,000,000	34,000	800,000	834,000
558,400	979,300	161,700	817,600	1,200,000	7,200	800,000	807,200
572,400	1,003,800	163,200	840,600	400,000	200	400,000	400,200
342,200	600,200	99,000	501,200	- -	- -	- -	- -
	$ 21,831,100	$ 3,796,800	$18,034,300		$10,239,400	$ 23,200,000	$ 33,439,400

umes that the bridge will open for traffic on August 1st. The 30-year payout period will end August 1, 1996.
premiums on bridge., $50,000, annually.

MINIMUM FERRY SCHEDULE FOR EACH MONTH OF THE YEAR

Last Part of Sept. thru First Part of June		Last Part of June, First Part of Sept.		July and August	
Lv. Astoria	**Lv. Megler**	**Lv. Astoria**	**Lv. Megler**	**Lv. Astoria**	**Lv. Megler**
6:30 AM	7:15 AM	6:30 AM	7:15 AM	6:30 AM	7:15 AM
8:00	8:45	8:00	8:45	8:00	8:45
9:30	10:15	9:30	10:15	9:30	10:15
....	....	10:15	11:00	10:30	11:15
11:00	11:45	11:00	11:45	11:00	11:45
....	....	....	....	11:30	12:15 PM
....	....	11:45	12:30 PM	12:00	12:45
12:30 PM	1:15 PM	12:30 PM	1:15	12:30 PM	1:15
....	....	....	....	1:00	1:45
....	....	1:15	2:00	1:30	2:15
2:00	2:45	2:00	2:45	2:00	2:45
....	....	....	....	2:30	3:15
....	....	2:45	3:30	3:00	3:45
3:30	4:15	3:30	4:15	3:30	4:15
....	....	....	....	4:00	4:45
....	....	4:15	5:00	4:30	5:15
5:00	5:45	5:00	5:45	5:00	5:45
....	....	....	....	5:30	6:15
6:30	7:15	6:30	7:15	6:30	7:15
8:00	8:45	8:00	8:45	8:00	8:45
....	....	9:30	10:15	9:30	10:15

Tolls, schedules and vessels subject to change without notice.

SCHEDULE OF ONE-WAY FARES

(ALL FARES INCLUDE FEDERAL TRANSPORTATION TAX)

ADULT PASSENGER	$ .25
CHILD PASSENGER (Age 6-12 incl.)	.15
PASSENGER CAR OR PICKUP (Including driver)	1.25
PASSENGER CAR and TRAILER—(Including driver)— Overall length:	
Up to 25 feet	1.50
Up to 35 feet	2.00
Over 35 feet	2.75
MOTORCYCLE (Including driver)—	
Single	.50
With sidecar	.75
TRUCK OR BUS, LIGHT WEIGHT—(Including driver)—Overall length:	
Under 20 feet	1.75
Over 20 ft., under 30 ft.	2.50
Over 30 ft., under 40 ft.	3.00
Over 40 ft., under 50 ft.	3.50
Over 50 ft. (Max. 55 ft. by permit)	4.25
55 ft. to 60 ft. (Chessman and Kitsap)	5.00
TRUCK LOAD—Per ton	.25
LIVESTOCK—In truck or trailer only, per head	
Cattle and horses	.50
Sheep and calves under 6 mo.	.25

NO ROUND TRIP FARES SOLD

Vert. Clearance	MV M. R. Chessman	12'0"
	MV Tourist 3	10'6"
	MV Tourist 2	11'6"
	MV Kitsap	11'0"

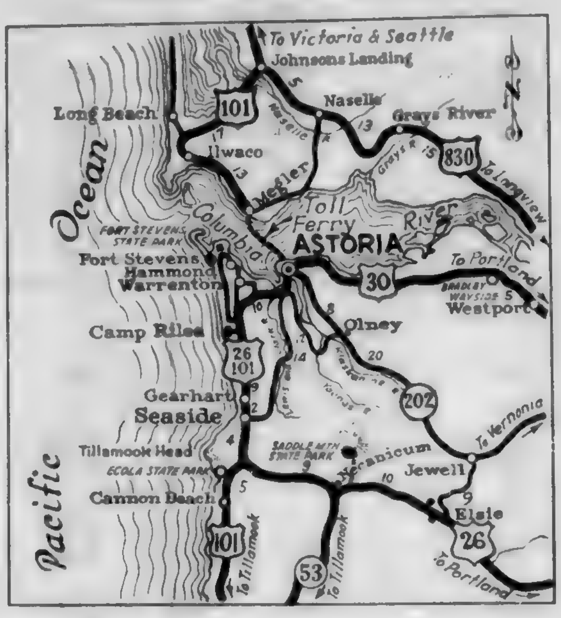
Load Limit—27 Tons

3-1-66

ASTORIA-MEGLER FERRY

Motor Vessel M. R. Chessman
Motor Vessel Tourist 3
Motor Vessel Tourist 2
Motor Vessel Kitsap

Coffee Shop facilities provided on all vessels.
Average crossing time thirty minutes.



OREGON STATE HIGHWAY COMMISSION
Salem, Oregon 97310
Ferry Terminal: Foot of 14th Street
Astoria, Oregon
Telephone Fairfax 5-1641
or Fairfax 5-2361

A COMPARISON OF FORECAST AND ACTUAL TRAFFIC ON THREE COLUMBIA RIVER TOLL BRIDGES

2-66

1. The Dalles Bridge

Feasibility Study by Seage & Tudor, San Francisco, Calif.
Date of report with traffic forecasts: July, 1956
Date Bridge opened to traffic: December 18, 1953

Year	Forecast Traffic	Actual Traffic	Percent Difference
1962	558,000	501,510	-10.1
1963	575,000	472,310	-17.9
1964	593,000	508,080	-14.3
1965	611,000	475,230	-22.2

2. Umatilla Bridge

Feasibility Study by Coverdale & Colpitts, New York, N.Y.
Date of report with traffic forecasts: September 1952
Date bridge opened to traffic: April 15, 1955

Year	Forecast Traffic	Actual Traffic	Percent Difference
1962	690,000	438,000	-36.5
1963	723,000	405,880	-43.9
1964	756,000	425,590	-43.7
1965	789,000	469,755	-40.5

3. Sam Hill Memorial Bridge (Biggs Rapids)
Feasibility Study by Wilbur Smith & Associates
Date of report with traffic forecasts: June 1959
Date Bridge opened to traffic: November 1, 1962

Year	Forecast Traffic	Actual Traffic	Percent Difference
1962	268,000	--	--
1963	322,000	230,315	-28.5
1964	347,000	246,740	-28.9
1965	345,000	310,615	-10.0

4. Astoria Bridge

	Forecasts by Coverdale and Colpitts (1958)	Oreg State Highway Dep't (FEB, 1966)	
1967	240,000 (625,000)	286,700	700,000 to be self sustaining
1968	245,000	293,900	
1969	250,000	301,200	
1970	255,000	308,700	
Basic Toll	$1.75	$1.50	

Public Information Office
Oregon State Highway Department

1-28-66

FACT SHEET - ASTORIA BRIDGE

Captain Robert Gray discovered the Columbia River on his second voyage up the Pacific Coast in 1792. He named the river after his ship, the Columbia Rediviva.

In 1811, Astoria was established by men of the Pacific Fur Company, owned by John Jacob Astor. Shipping service ran up and down the Columbia, but there was no regular cross-river service at this point.

Scheduled ferry service from Astoria to the Washington side began in 1921. The State of Oregon took over operation of the ferry system in 1946.

This is the last major link in easy vehicular travel on Highway US101 along the Pacific Coast from Mexico to the tip of Washington.

A bridge linking Oregon and Washington at this point has been under consideration for many years. In 1953, through the co-operative efforts of the Oregon State Highway Department, the Washington Toll Bridge Authority, Pacific County in Washington, and the Port of Astoria, a fund of $50,000 was established to conduct a feasibility study. In 1957, the Legislatures of Oregon and Washington each appropriated $100,000 for preparing complete and final plans for the bridge.

Governor Mark O. Hatfield signed into law on April 27, 1961, Oregon House Bill No. 1457, which authorized the sale of bonds for construction of the bridge. On September 15, 1961, the Oregon and Washington State Highway Commissions entered into an agreement to construct the bridge. Washington enacted Chapter 209, Washington State Session Laws of 1961, and Oregon enacted Chapter 345, Oregon Laws 1961, which provided for construction of the new bridge, including approaches thereto, the maintenance and operation of the bridge, raising of necessary funds for construction, the imposition and collection of tolls for use of the bridge, and provided authority for any other necessary action in connection with the bridge. A supplemental agreement between the two states, signed on May 25, 1962, provided for the acceptance of Federal funds in connection with the project.

On January 4, 1962, Robert W. Ellison was named special resident bridge engineer in charge of construction of the more than $24 million toll bridge.

The bridge stretches 4.1 miles from Astoria, Oregon, to Point Ellice near Megler, Washington, making it one of the longest bridges in the nation. From the south, the new section of US101 begins at a toll station just off Astoria's Marine Drive and curves counterclockwise through a full 360 degrees as the Astoria approach rises to the ship channel. It then makes a long leap high across the main ship channel near the south river bank. Here it descends to 25 feet above sea level for more than 10,000 feet across the simetimes dry Desdemona Sands, then climbs briefly again for 49 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

The Astoria approach utilizes prestressed concrete beam spans set on concrete piers, located to avoid overloading the slide-prone Astoria hills. From its beginning in a turn north off Marine Drive, the approach rises in a gradual curve, crosses Marine Drive once, continues the curve in an easterly direction, still gaining altitude, and recrosses Marine Drive a second time on roughly a north-south axis.

At this point, a steel deck truss section carries the roadway to the 2,464-foot three-span through truss section across the main channel. Crossing the main ship channel, the lowest steel member of the center span is nearly 200 feet above mean low water and stretches 1,232 feet between the two steel towers supporting the cantilever spans--clearance enough to float the U. S. Navy's biggest battleship under the bridge at high tide. The towers are mounted on concrete piers protected by wooden fenders, leaving a ship channel 1,070 feet wide.

From the north end of the three-span through truss, the roadway descends by steel deck truss and steel plate girder sections to an elevation 25 feet above mean sea level, then proceeds across Desdemona Sands. Here, 140 prestressed concrete deck spans 80 feet long rest on concrete pilings.

As the 11,200-foot viaduct approaches the seldom used north ship channel, the span length increases to 150 feet and steel plate girders on concrete piers again raise the roadbed. Here, seven 351-foot-long steel through truss spans cross the channel, providing clearance of 49 feet in height and 300 feet in width at mean low water under the center span. Foundations for the piers here are the deepest of the entire bridge--one may go down as far as 90 feet below sea level to reach the solid foundation of the river bottom. A 150-foot steel girder span carries the roadway down to the Megler approach.

The deck contains two 14-foot lanes, with an additional one and one-half foot safety curb and handrail on each side, although the four-mile bridge length makes pedestrian use doubtful except in emergencies. Additional width is provided at the toll station off Marine Drive on the Astoria approach.

The bridge is designed to withstand some of the toughest attacks of nature. Gusts of winds of 150 miles per hour from the fierce Pacific storms that occasionally batter the coast still leave the bridge with a safety factor and the concrete piers are built with an eye toward the river flood speed of nine miles per hour when whole trees are swept along and sand would eat away any weaker substance. Concrete is used in place of steel wherever possible to reduce the maintenance cost of painting in the face of constant attacks of corrosive salt spray.

On June 29, 1962, a contract for $7, 868, 033 was awarded to the DeLong Corporation to erect the substructure of 32 piers. J. H. Pomeroy & Co., Inc., and Ben C. Gerwick Inc. bid $3, 777, 140 to build the Desdemona Sands viaduct and United States Steel Corporation submitted the low of $10, 121, 862 to construct the bridge superstructure. The four triangulation towers were erected by Palmberg Construction Company of Astoria on a low bid of $29, 000. On April 6, 1964, the Oregon State Highway Department announced it was canceling the contract of the DeLong Corporation for the construction of the piers. Raymond International, Inc., of New York City, was awarded a $5, 358, 964 contract on July 13, 1964, to complete the pier work.

On August 9, 1962, Oregon's Governor, Mark O. Hatfield, turned the first shovelful of dirt on the river bank in Astoria with a gold shovel to signal the official start of the project.

There were 48, 500 cubic yards of structural excavation; 158, 785 linear feet of steel piling; 134, 090 linear feet of timber piling; 76, 496 linear feet of 14-inch prestressed concrete piling; 38, 772 linear feet of 48-inch round prestressed concrete piling; 97, 995 cubic yards of concrete; 6, 005 tons of metal reinforcing; 12, 500 tons of structural steel; 25, 290 linear feet of aluminum parapet rail; and 440, 000 board feet of treated lumber.

Salem, Oregon
January 4, [illegible]

MEMO TO EDWARDS

Sid King of the AAA called this afternoon, requesting information on the Astoria Bridge, on which he proposes to do a story in the February issue of the Oregon Motorist. He apparently has some information (probably of 1961 vintage) on the agreement between Oregon and Washington as to the sharing of maintenance costs and underwriting by the two states of the anticipated subsidy.

What he would like to have is our present estimate of the total cost, exclusive of any settlement we may make with DeLong, and information on the total projected costs including bond interest, maintenance costs, estimated subsidies required, and the division of these costs between Oregon and Washington.

I would presume that the information he wants could best be portrayed by having the Planning Survey Section prepare a revised Debt Service Schedule similar to the attached Schedule XIV, which they prepared in March 1961, based on the $24 million of bonds sold, actual interest rates, our present estimates of maintenance costs and of income from tolls, if we have a better projection of anticipated traffic than we had when the attached schedule was prepared. The projected subsidy would, of course, be based upon the difference between the actual debt service requirement and the projected net income from tolls, prorated in accordance with our agreement with Washington which I believe follows the arrangement outlined under footnote 3/ on the attached schedule.

Sid indicated that to do a story for the February issue he would need this information in about a month, but no later than February 15th.

R. B. Stowall
Liaison Engineer

RBS:cb
Attachment
cc to: Victor Wolfe

[illegible] XIII [illegible]

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Spec

December 20, 1965

Oregon State Highway Commission

Gentlemen:

For your information, I am attaching a copy of a letter which outlines in a preliminary way plans for the dedication of the Astoria-Megler Bridge.

The date of mid-July is far from firm, as we have run into some problems of scheduling deck construction. We are attempting to work this out and I will advise you at a later date as to when completion may be expected.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

attach. (Mr. Wolfe's Memo to File dated Dec. 15, 1965)

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

RECEIVED
DEC 17 1965
FOR FILING

[illegible]

L66Y

FORM E-30 50M 7-64 SP*6229-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 15, 1965

To: MEMO TO THE FILE

SUBJECT: Dedication of Astoria-Megler Interstate Bridge

On Wednesday, December 8, I met in Astoria with Representative William Holmstrom and Jean Hallaux, manager of the Astoria Chamber of Commerce, to review preliminary plans for the dedication of the Astoria-Megler Interstate Bridge. Major items only were discussed.

It is the consensus that the dedication very definitely should be held on a Saturday. It is believed that 5,000-plus people will descend upon Astoria for this dedication.

The actual dedication will be at the Astoria approach to the structure, the official platform to be constructed immediately east of the Highway Department building which is now under construction. There then can be bleacher seats constructed on the slope immediately south of Marine Drive and below the bridge approach. This will permit large numbers of people to stand on the parking area in front of the stage and additional numbers to be seated across Marine Drive from the platform. This can be adequately handled with a good loudspeaker system.

The local people will undoubtedly have a parade which will start at 10:00 a.m. at some point in downtown Astoria and end at the dedication site at 11:00 a.m., the dedication ceremony to start immediately thereafter.

The bridge would be made available to southbound traffic only from 5:00 or 6:00 a.m. until 9:00 a.m. This would allow time for the police to clear out the congestion at the Astoria end of the structure prior to commencement of dedication ceremonies. The ferry system would operate on a two-way basis, hauling vehicles and pedestrians until the completion of the dedication ceremony. Upon completion of the ceremony and the opening of the bridge to unrestricted vehicular traffic, ferries would operate the balance of the day carrying pedestrian traffic only. Both the bridge and the ferry system would operate toll free the day of the dedication.

Upon completion of the dedication ceremony, the official parade will cross the bridge, U-turn at Megler and return, going directly to the area to be established for the fish barbeque or some type of luncheon, tentatively set for 1:00 to 1:30 p.m.

The Highway Department will prepare a program which will be of a brochure type. Jean Hallaux and Bill Holmstrom will be the local committee chairmen. They will handle the entire show with the exception of the actual dedication ceremony. They will take care of policing, parking, parade, barbeque, et cetera. The Highway Department will handle the dedication ceremony, the invitations to the dedication ceremony, and the program of the ceremony per se, in its entirety.

Invitations will be extended to the Governors of both states, the entire Legislature of both states, the Highway Commissions of both states, of course, the proper county and city officials of both states, and civic organizations as should be invited. The details of proper protocol will be determined by contact with the Governor's office as to extending invitations to counterparts in the State of Washington.

The Administrative Assistant will handle the dedication as it is to be controlled by the Highway Department and his contact will be with Jean Hallaux only. Local committies as may be appointed in Astoria will be reporting directly to Mr. Hallaux so that confusion can be kept to a minimum.

A tentative dedication date - not for publication - July 9 or 23. Both dates are being held open by the Governor.

Victor D. Wolfe
Victor D. Wolfe
Administrative Assistant

VDW:mc

cc: Representative William Holmstrom
Jean Hallaux
Forrest Cooper
R. L. Porter
Tom Edwards
L. P. Shaw
John J. Earley

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 65-236-Se

Phone 364-2171
Extension 1501

December 3, 1965

NOTE TO NEWS MEDIA:

Efforts will be made during the week of December 6 to float the final link in the superstructure of the Columbia River bridge at Astoria into place. Weather conditions, principally the wind and tides, will determine exactly when the ticklish job will be undertaken, so no exact time can be given.

The section to be emplaced is 351 feet long and weighs approximately 400 tons. At its low end the section is 98 feet above zero tide and 119 feet at the high end. The truss is 35 feet high. Once this section is in place, workmen will be able to lay deck through most of the winter.

The bridge, started in 1963, is 4.1 miles long. It is one of the longest in the nation and will close the last major open link on US101, the north-south highway along the Pacific Coast of the United States. Construction cost of the bridge is approximately $24 million.

Robert W. Ellison is resident engineer.

News media representatives interested in covering the emplacement should keep in close touch with the office of Robert W. Ellison, at Astoria. Telephone: 325-6417. Address: 364 W. Marine Drive, Astoria, Oregon 97103.

# # # # # # # # # # #

10 - 65

BIOGRAPHICAL DATA -- MARK O. HATFIELD, GOVERNOR OF OREGON

Born:	July 12, 1922, Dallas, Oregon, son of C. D. Hatfield, retired railroad construction blacksmith, and Dovie Odom Hatfield, former school teacher.
Education:	Willamette University, 1943; Master's degree, Stanford University, 1948.
Service:	U. S. Navy, including South Pacific action (Iwo Jima and Okinawa) World War II amphibious attack craft.
Vocation:	Through ranks of instructor-assistant-associate professor political science, Willamette University, 1949-56; Dean of Students, 1950-56.
Political:	State Representative, Marion County, 1950-54; State Senator, Marion County, 1954-56; Secretary of State for Oregon, 1957-59.
Church:	First Baptist, Salem, Moderator 3 terms, 1955, 56, and 57.
Memberships:	American Legion; Rotary; Grange; Beta Theta Pi; Mason; Al Kader Shrine.
Awards:	Salem Junior First Citizen, 1954; Honorary degrees: Willamette University, Salem, 1958; Lafayette (Pennsylvania), 1959; Houghton (New York), 1959; N.W. Nazarene College (Idaho), 1959; Wheaton College, Wheaton (Illinois), 1960; John Brown University (Arkansas), 1963; Whittier College (Calif.), 1963; Seattle-Pacific (Washington), 1964; Warner Pacific College, Portland, 1965; Distinguished Service Award, National Republican Club, New York, 1959; Exemplar Service to Youth Award, Boston, Massachusetts, 1960; Honorary Member, Aerojet-General Management Club, Azusa, Calif., 1963; Honorary Member, United Steelworkers of America; LIFE Magazine named as one of most important young men and women in the United States, 9/14/62; Honor Award for Outstanding Natural Resource Conservation Activities, Izaak Walton League of America, Oregon; Honorary Member, Rodeo Cowboys' Association. Nominated for Vice President 14 Collegiate Mock Conventions, 1964. Croatian Fraternal Union Man of the Year Award, Pittsburgh, 1965. Honorary Member, Japanese Diet, 1964.
Party:	Elected state-wide delegate Republican National Conventions 1952, 1960 (Chairman), 1964 (Chairman delegation; Temporary Chairman and Keynoter, Convention), and First Congressional District Delegate, 1956; Member Resolutions (Platform) Committee, 1952-56; former Precinct Committeeman; Alternate county GOP chairman; Young Republican posts. Executive Secretary Oregon Citizens for Eisenhower, 1952. Nominated Richard M. Nixon for President, 1960.
Family:	Wife, Antoinette (Kuzmanich), daughter of Yugoslavian (father: Vincent) now naturalized U. S. citizen, a longshoreman by occupation, Portland. Hatfields married July 8, 1958. Daughter, Elizabeth, born July 1, 1959. Son, Mark O., Jr., born June 19, 1960. Daughter, Theresa, born September 8, 1964. Son, Charles Vincent, born October 9, 1965. Mrs. Hatfield, B.A., U. of O., 1950; M.A. (Educ.) Stanford, 1955. At time of marriage Counselor for Women, Portland State College, after junior and high school teaching Salem and Portland.
Office:	Elected Governor, November, 1958, Inaugurated January 12, 1959 - 29th Chief Executive of Oregon. Margin of victory 65,000. Registration 52,000 Democratic plurality. Re-elected, 1962, margin of 80,138. Registration 78,000 Democratic plurality. Member, Executive Committee, Governors' Conference, 1960-61. Vice Chairman, Western Governors' Conference (1963-64), Chairman 1964-65. Member, Interim Planning and Steering Committee, Compact for Education 1965--.
Travel:	Ireland, England, Belgium, France, Holland, Switzerland, West Germany, Austria, Spain, Italy, Yugoslavia, Greece, South America, Mainland China, Japan, Philippines, New Guinea, New Hebrides, Marshall Islands, Gilbert Islands, Okinawa, No. Viet Nam, Iwo Jima, Solomon Islands.

10/65

[illegible]

Salem, [illegible]

#60

Governor Hatfield

7990-563 Mt. Ashland Rock Prod. Proj., 1963
Mt. Ashland Forest Rd.
#6269

RECEIVED
MAY 31 1963
FORM E-30X—50M—10-62 46823
FOR FILING

7990-563

6764

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1963

SUBJECT: Forest Service Rock Production
Siskiyou Summit

To Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

To confirm my telephone conversation, we have received instructions that no extra work will be performed on subject contract until such time as written approval is received from the Portland office of the U. S. Forest Service. Contact should be made with Mr. Ward Gano, Regional Engineer.

Also, wish to caution you that we must not overrun either quantity or engineering on this project. You should proceed immediately with obtaining prior approval for the clearing and leveling work necessary of the site prior to stockpiling of material.

F. D. Morgan
Construction Engineer

By J F Putnam
J. F. Putnam
Assistant Construction Engineer

JFP:bjh

cc: R. L. Porter

RECEIVED
MAY 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 3 1963

FOR FILING

November 12, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 19, 1963, we wrote to you concerning release of final payment on contract #6269, awarded to M. C. Lininger & Sons, Inc., for the Mt. Ashland Rock Production Project on the Mt. Ashland Forest Road in Jackson County.

Final payment on this contract is $4,414.62 and the total contract amount is $80,680.62. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. C. Lininger & Sons, Inc.,
P. O. Box 1386
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 11, 19 63

Section Mt. Ashland Rock Production

Kind of work Rock Production

Highway Mt. Ashland Forest County Jackson

Section prefix 7990-563

Contractor M. C. Lininger & Sons Inc.

Contract number 6269

Date of contract May 28, 19 63

Specified XXXXXX Completion Date

Date work started June 14, 19 63

Work days used

Project authorization . . . . . $ 92,002.50

Exclusive of engineering . . . . $ 85,460.10

Per cent of time elapsed 73 %

Estimated cost of completed project, exclusive of engineering . . . $ 80,680.62

Estimated per cent XXXXXX or underrun . . . 5.6 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . . $ 6,542.40

Engineering cost to date $ 2,318.80, 35.44 %

Date project was completed August 9, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate sent August 10, 1963.

FINAL REPORT.

DB fE CB

Signed H. H. Robertson

Address P. O. Box 646, Ashland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			36,000 CY		
Total quantities corrected to date			36,179.65		
Estimated quantities moved or placed to date			36,179.65		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 18 1963

FOR FILING
799

6369

September 17, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 9 on Contract No. 6369. The contract was with M. C. Lininger and Sons and was for rock production on the Mount Ashland Section of the Mount Ashland Forest Road in Jackson County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective September 17, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Lloyd P. Shaw
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
MAY 29 1963

FOR FILING

779 JC3

6269

May 28, 1963

M. C. Lininger & Sons, Inc.
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on May 21, 1963, accepted your proposal for the Mt. Ashland Rock Production Project on the Mt. Ashland Forest Road in Jackson County for the sum of $80,280 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6269.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

RECEIVED
MAY 2[illegible] 1963
FOR FILING

7710-563

6267

Salem, Oregon
May 28, 1963

Mr. F. D. Morgan
Construction Engineer
BUILDING

Attached is a copy of a letter from the Forest Service, together with a purchase order which covers the rock production job at Siskiyou Summit. I think the information is self-explanatory, but please note that we are to notify the Forest Service in Portland and receive their approval before undertaking any extra or contingency work.

In order to avoid further complications, it is requested that effort be made to slightly underrun the 36,000 yards as specified rather than to entail an overrun. Of course, hit the 36,000 as close as possible.

I have notified the Secretary to award the contract as of this date.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attach.
cc Floyd Query
L. H. Young

RECE

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
POST OFFICE BOX 3623
PORTLAND 8, OREGON

IN REPLY REFER TO
6320 (5610)

May 27, 1963

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper, State Highway Engineer

Dear Mr. Cooper:

Please refer to our letter of April 25, 1963, requesting that your department issue a bid on behalf of the Forest Service for 36,000 cubic yards of crushed stone and to your reply of May 21, 1963, listing bidders and requesting concurrence in award of the contract.

We agree that the low bid of M.C. Lininger and Sons of Medford for $2.23 per cubic yard, totalling $80,280.00 is reasonable and within justifiable limits. If this firm is qualified, please make award.

Purchase Order 2461-R6-63 is enclosed. It will be your authority to invoice the Rogue River National Forest upon completion of the contract.

Sincerely yours,

Marvin L. Smith
MARVIN L. SMITH
Assistant Regional Forester

Enclosure

RECEIVED
MAY 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1963
OREGON
STATE HIGHWAY COMMISSION

AD-38
(9-58)

Requisition No.

Appropriation and/or Project
Forest FRT Funds (315)

PURCHASE ORDER

U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Region 6
P. O. Box 3623, Portland 8, Oregon

This number must appear on all PACKAGES and PAPERS relating to this order.

Order No. 2461-R6-63

Date May 24, 1963

To SELLER
Oregon State Highway Department
Salem, Oregon

Consignee and Destination SHIP TO
Forest Supervisor
Rogue River National Forest
Medford, Oregon

Invitation No.

Contract No.

Time for Delivery * See below

Discount Terms Net

F. O. B. Point Stockpile Site

Ship Via

Gov't. B/L No.

Item No.	Articles or Services	Quantity	Unit	Unit Price	Amount
	Furnish crushed rock in stockpile as specified below, to be in accordance with terms and specifications of your contract with M.C. Lininger and Sons, Medford, Oreg.				
	3/4" - 0 Crushed rock in stockpile	36,000	cu.yd.	$2.23	$80,280.00
	Charge for Engineering Contingency, to be billed on actual cost basis, but not to exceed $12\frac{1}{2}\%$ of contract cost.				10,035.00
	The engineering contingency provides for contract administration and inspection which shall be concerned primarily with production of material to meet specifications.				
	Any change or extra work orders to the Lininger contract shall be referred to the U.S. Forest Service, 729 N.E. Oregon St., Portland, Oregon, for review prior to your approval.				
				TOTAL	$90,315.00

BILLING INSTRUCTIONS:
Payment for above will be made upon receipt of invoice mailed to:

U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Rogue River National Forest
Post Office Bldg., Medford, Oregon

See reverse of this form for additional provisions.

Ordered by:

Signature M. L. Smith

Name M.L. SMITH

Title Contracting Officer

☆ U. S. GOVERNMENT PRINTING OFFICE: 1960 O-574224

RECEIVED
MAY 23 1963
FOR FILING

7730-[illegible]

6269

May 16, 1963

Mr. J. Herbert Stone
Regional Forester
Post Office Box 3623
Portland 8, Oregon

Dear Sir:

In reply to your letter of April 25 relative to the use of a State quarry near Siskiyou Pass on the Pacific Highway; we are unable to permit your organization to use this quarry in as much as the State has previously made it available to its contractor. We can, however, award a contract in behalf of the Forest Service where the contract is under complete control of the Highway Department.

We have set up and advertised such a contract on May 7, 1963, with the bids to be received on May 21, 1963. I am attaching the Proposal for Highway Construction and Special Provisions for Highway Construction for this job.

This contract is based on delivery of 36,000 yards of crushed stone 3/4"-0 gradation.to stockpiles at the area delineated by you. The estimated cost of this work is as follows:

36,000 cubic yards of 3/4"-0 gradation at $2.40	$86,400
Preparation of stockpile site will be extra work	1,500
Total	$87,900
12½ per cent engineering contingency	$10,987
Total estimated cost of project	$98,887

We will submit to your office the bids on this proposal and await your concurrence before awarding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan

Enc.

DJB:wb: ajw

RECEIVED
MAY 3 - 1963

FOR FILING

7990-563

6269

May 2, 1963

Mr. J. Herbert Stone
Regional Forester
Pacific Northwest Region
Post Office Box 3623
Portland 8, Oregon

Snt. [illegible]

Dear Mr. Stone:

Your File: 5610

This will acknowledge receipt of your letter of April 25 concerning a request by the Forest Service for the Highway Department to produce 36,000 cubic yards of 3/4'-0 crushed rock at Siskiyou Summit. This material is to be delivered to stockpile as staked by the Forest Service in the NE¼ of the NW¼, Section 29, Township 40 South, Range 2 East.

The Highway Department will immediately advertise for bids for the production of this material and will see that the Forest Service has opportunity to concur in the low bid before the contract is awarded.

If anything further on this matter is necessary or desired, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. Forrest Cooper
Mr. Lloyd Shaw
Mr. F. D. Morgan
Mr. L. H. Young

NOTED
R. L. PORTER

Salem, Oregon
April 30, 1963

Mr. F. D. Morgan
Construction Engineer
Building

Siskiyou Summit Section
Interstate Highway 5
Forest Service Rock
Production

Attached is a copy of the Forest Service's letter confirming its desire to obtain some 30,000 cubic yards of crushed stone from the Siskiyou Summit quarry. A site of a proposed stock pile is included in the Forest Service's description, and its willingness to use a penalty clause to assure early delivery of material is indicated.

You will note that the Forest Service requests an opportunity to review bids prior to its acceptance. After studying this material and comparing it with the situation as we now find it, will you please prepare a draft of a reply to the Forest Service.

This is a matter of considerable urgency. I would appreciate being able to return the letter not later than May 3.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
POST OFFICE BOX 3623
PORTLAND 8, OREGON

IN REPLY REFER TO
5610

Forrest Cooper

April 25, 1963

Oregon State Highway Department
Salem, Oregon

Gentlemen:

This will confirm our telephoned arrangement for obtaining crushed stone from the Highway Department's pit near Siskiyou Summit. This crushed stone surfacing is to be used on the Forest Service Mt. Ashland recreation road.

Since we would normally request your permission to use your pit so that we could contract the work, can you supply us with a statement indicating nonavailability of the pit? This would justify our noncompetitive procurement directly from your department.

The Forest Service, therefore, requests your department to process a contract for producing 36,000 yards of crushed stone from the Siskiyou Summit pit. Material is to consist of 36,000 cu. yds. loose stockpile measure, of 3/4" minus gradation and hardness according to your specification for similar material on the interstate route contract. Material is to be delivered into stockpile in a location staked by the Forest Service in NE$\frac{1}{4}$NW$\frac{1}{4}$ Sec. 29, T. 40 S., R. 2 E. near the Colestine road. This stockpiling site is opposite Sta. 103-109+39 in the area between the Forest Service right of way and the existing Colestine road. At least one-half of the material must be delivered to the stockpile site by August 1, 1963; the remainder of the order must be delivered by September 15, 1963. We will agree to use of a penalty clause if necessary to assure delivery by the dates shown.

A scrap map is enclosed which shows the Mt. Ashland road project, proposed stockpile site, and the location of your pit. It would assist us in preparing the project to have the benefit of your estimate of cost of the material in the stockpile.

We should appreciate the opportunity to review offers received in response to your invitation for bids. If satisfactory offers are received, we will issue our purchase order in favor of your department and will work out final details with regard to payment for your inspection and receipting services.

✓NOTED
LLOYD P. SHAW

If this arrangement is satisfactory to your office, we will appreciate your acknowledgement and approval.

Sincerely yours,

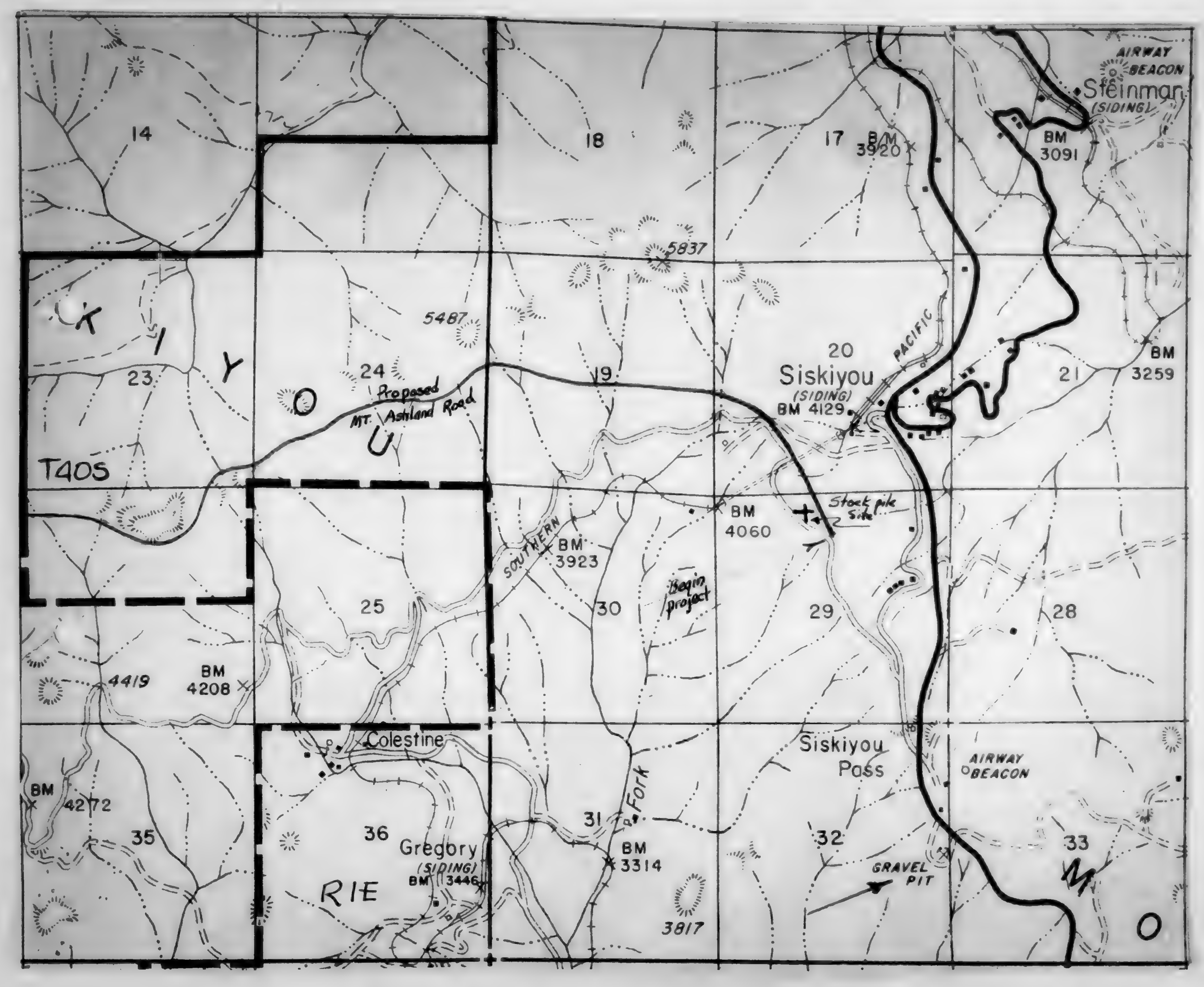
J. HERBERT STONE, Regional Forester

By Thomas H Burgess

Enclosure

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1963
OREGON
STATE HIGHWAY COMMISSION


14
18
17
BM 3920
AIRWAY BEACON
Steinman (SIDING)
BM 3091
5837
5487
K I Y O U
23
24
Proposed MT. Ashland Road
19
20
PACIFIC
Siskiyou (SIDING)
BM 4129
21
BM 3259
T40S
Stock pile Site
BM 4060
SOUTHERN
BM 3923
25
30
Begin project
29
28
4419
BM 4208
Colestine
Siskiyou Pass
AIRWAY BEACON
BM 4272
35
36
Gregory (SIDING)
BM 3446
31
Fork
BM 3314
32
33
GRAVEL PIT
RIE
3817
M O

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1963

To:

SUBJECT: Rock from Siskiyou Summit Quarry for Proposed Forest Service Road

MEMO TO THE FILES

Mr. Utterback of the Forest Service was contacted by phone April 22. The primary purpose of the call was to confirm the size and quantity of the rock to be furnished, where it was to be placed, and to request a sketch map showing this location.

36,000 cubic yards of 3/4"-0, stockpile measure, was the answer received for quantity and size. Negotiations are under way by the Forest Service to obtain a stockpile site, and this will be designated on the sketch they will furnish in due time.

The Division was contacted early in the week and asked to submit a sketch of the quarry site upon which, clearly shown, would be the work area allotted to operations of whatever contractor should get the bid for the rock production. In a telephone conversation today it was learned this sketch would be in the Salem office next week.

With the above data at hand, the plans and specifications for a regular letting can be assembled in short order. There remains the matter of financing.

G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw
L. H. Young
L. R. Chandler

NOTED
LLOYD P. SHAW

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
April 25, 1963

Ashland-Siskiyou Summit Section
Interstate Highway 5

Mr. F. D. Morgan
Construction Engineer
Building

Attention: G. L. Decker

I have discussed with you the need for preparation of a project which will provide crushed rock in the 1"-0 or 3/4"-0 grading for the Forest Service's use on a road it will build to Ashland.

We have not, as of this writing, received official confirmation from the Forest Service that this project will be undertaken, but in view of its verbal commitments and the short time available, we must proceed to prepare this project as rapidly as possible.

The quarry area from which the rock will be taken is indicated on the South Ashland-Wall Street contract, which is held by Peter Kiewit Sons and they have indicated they wish neither to produce the rock at a price we are willing to accept nor to voluntarily relinquish their rights to the quarry site. They have informed us that there is little likelihood that they will make use of this site, it being their intention to produce the rock at a quarry they have already set up. We will, therefore, indicate a section of the quarry site adequate to produce approximately 30,000 cubic yards on a cross section excavation basis so situated that the operation of another contractor will not be objectionable to Peter Kiewit Sons if they should desire to set up in this quarry area.

Will you please see that this project is brought into focus as soon as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

8/13

FORM E-[illegible]—[illegible]—10-62 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1963

SUBJECT: Rock for Mt. Ashland
Forest Service Road

To: MEMO TO THE FILES

Today, April 18, the subject of producing 35,000 cubic yards of 3/4"-0 rock from the Siskiyou Summit Quarry, said rock to be placed in stockpile 1-1/2 miles westerly on a proposed road to Mt. Ashland, was discussed by phone with Mr. Ed Lynch of Peter Kiewit Sons' Company. Mr. Lynch had previously been contacted by Lloyd Shaw.

Mr. Lynch conveyed the following:

(1) Their company would back off from a price of $1.75 per cubic yards in stockpile.

(2) They are committed to producing aggregate from the Leninger gravel pit and hope to produce all their required amounts for the So. Ashland-Wall Creek job from this source.

(3) In the event of insufficient material in the Leninger source they want to "protect their interests" in the Siskiyou Summit Quarry.

(4) They believed all further negotiations should be with their area man, Rod Miller, and did not anticipate any problem in resolving possible conflict of interests at the Siskiyou Summit Quarry.

NOTED
R. L. PORTER

In discussion of the above with Mr. Porter, it was decided our efforts should be directed towards production of the 35,000 cubic yards through a regular rock production contract.

By copy of this letter the Division is asked to contact Peter Kiewit's Rod Miller to discuss all angles of the summit quarry use in the light of another contractor's set-up interfering with the "interest" of Peter Kiewit Sons'.

G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: R. L. Porter
L. P. Shaw
L. H. Young
L. R. Chandler

RECEIVED
APR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 8-62 43909

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1963

SUBJECT: Siskiyou Summit Area
Rock Sources

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

A check of rock sources in the area of the Siskiyou Summit has been made and the following estimate made:

ESTIMATED IN PLACE QUANTITIES

Existing summit quarry, including contemplated expansion	250,000 cu. yds.
Area 1/2 mile south (descriptions being written)	350,000 cu. yds.

Total 600,000

ESTIMATED NEEDS (converted to in place quarry quantities)

Wall Creek South to California Line	300,000 cu. yds.
So.Ashland-Wall Creek (under contract)	100,000 cu. yds.
Road to Mt. Ashland (Forest Service)	30,000 cu. yds.
TOTAL	430,000 cu. yds.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: L. R. Chandler

RECEIVED
MAR 18 1963
FOR FILING

[illegible]

6269

Salem, Oregon
March 15, 1963

R. L. Porter
Tom Edwards

In discussing matters with the Highway Commission on March 14, I informed them that our quarry at the Siskiyou Summit did not have sufficient material for our needs; therefore, we were going to deny the Forest Service use rights.

Mr. Jackson made no objections to this and stated that there was ample rock in the area. This is different from the information that was furnished to me re this matter.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

RECEIVED
MAR 1 2 1963

FOR FILING

7990-5[illegible]

267

Salem, Oregon
March 11, 1963

MEMO TO THE FILE

Approximately a year ago the Forest Service, preparing plans for an access road to the Mt. Ashland ski area, requested permission to use what is known as the Siskiyou Summit Quarry as a source of surfacing material. I advised them that I was not sure of the amount of material still available in the quarry, but this would be checked out and they would be advised.

Mr. Langdon called this office this date concerning the matter. I checked with Mr. Morgan this date. He tells me that the Construction Division has investigated this thoroughly and have been able to block out, by additional purchase, 100,000 cubic yards of material which is insufficient to do the proposed construction work in the Siskiyous.

Based on this information, I called Mr. Langdon and advised him that we only had 100,000 cubic yards of material, which was insufficient to do the proposed work, and that we could not, therefore, let him use the quarry.

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
R. L. Porter
F. D. Morgan

RECEIVED
R 13 1962
FOR FILING

7990-763

6369

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION
POST OFFICE BOX 4137
PORTLAND 8, OREGON

IN REPLY REFER TO

1360

April 11, 1962

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
138 State Highway Building
Salem, Oregon

Dear Mr. Edwards:

This is to confirm my call of April 10 arranging for a review in your offices on April 27 of our location survey and design for the proposed road to Mt. Ashland on the Rogue River National Forest.

If satisfactory to you we would like to suggest a meeting time of 1:00 PM, but are completely open to any other hour that might be more convenient to you.

I find, now, that I need to be in Detroit on April 27, but I will be represented by Mr. T. E. Utterback, Chief of our Branch of Transportation System Development. Mr. Hector Langdon, forest engineer for the Rogue River National Forest, and two of his staff engineers will also attend.

Thank you for your willingness to review this matter with us.

Sincerely yours,

W. W. Gano

W. W. GANO
Regional Engineer

Pls acknow. ltr

RECEIVED
APR 12 1962
STATE HIGHWAY COMMISSION

NOTED
TOM EDWARDS

Growth Through Agricultural Progress

315-1715 Central Point (Pine St.) Sec. 1963
of City St. (Grad. & Pav.)
#6270

Sp. St. Tax Street Fund #6

Form A-66—10M—3-37

Invoice for Service Rendered or Goods Furnished the
EGON STATE HIGHWAY DEPARTMENT
by

This Space for Use of Accounting Division

NOTED
R. H. PRANGE

Date November 9, 1964

Invoice No.

P. O. No.

State Printing 3173

City of Central Point

Central Point, Oregon

City of Central Point was billed by the Southern Pacific Company for 50% of the cost of installation of flashing light signals on Pine Street, which signals were installed in conjunction with a Special City Allotment Project authorized by the State Highway Commission on November 1, 1962. The final cost of the authorized project was $12,786.41 exclusive of the cost of the railroad signals. On October 9, 1964, the State Highway Commission authorized payment of $7,213.59 to the City of Central Point to help defray the cost of the aforementioned signals. This sum represents the difference between the final cost of the authorized project on Pine Street and the $20,000 expenditure approved by the Commission on November 1, 1962. Said sum of $7,213.59 is to be charged to the 1965 Special City Allotment Fund.

NOTED
DON HARWELL

Southern Pacific Company billing	$7,633.97
Less amount to be paid by City	420.38
Balance due from Highway Department	$7,213.59

NOTED
R. M. ALLIS

NOTED
P. B. Arensmeier

Cost Distribution: 315-1716-283
Approved by: R. M. Allison
RM Allison

Accounting (orig. & 1)
cc: Office Engineering (1)

NOTED
V. R. JONES

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6270 Prefix 315-1715 Survey Prefix 315-1441

Street Pine Street

City Central Point

Payments to Contractor	$ 10,078.32
Engineering and Contingencies..........................	1,036.17
Survey..	1,671.92
TOTAL.............	$ 12,786.41
Agreed State Share	12,786.41
Agreed City Share	$
City Advance Deposit	$

Note: Special expenditure of $7,213.59 authorized by Commission action October 9, 1964, to be charged against 1965 SCA Project funds.

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY	Jackson
HIGHWAY	City Street
SECTION	Central Point(Pine St.)
PREFIX NO.	315-1715-201(41 315-1715-204(41
CONTRACT NO.	6270

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIO
001	CLEARING AND GRUBBING		LUMP SUM	6000000	1000	60000	
002	DRAINAGE EXCAVATION	UNCLASSIFIED	CU YDS	35000	47990	16797	
003	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	25000	502600	125650	1
004	FINISHING ROADBED AND	SLOPES	MILE	20000000	090	18000	
005	8-INCH SEWER PIPE		LIN FT	21000	56000	11760	
006	6-INCH PERFORATED DRAIN	PIPE	LIN FT	15000	258500	38775	
007	EXTRA FOR PIPE UNDER	PAVEMENT	LIN FT	40000	18000	7200	
008	SPECIAL BACKFILL IN	DRAINS	CU YDS	60000	31100	18660	
009	CONCRETE INLETS TYPE G		ONLY	1200000	2000	24000	
10	CONCRETE CURBS		CU YDS	600000	2910	17460	
011	ADJUSTMENT OF MANHOLES		ONLY	500000	2000	10000	
012	COARSE CRUSHED MATERIAL	IN BASE	CU YDS	35000	583000	204050	2
013	3/4 IN - 0 MATERIAL IN BA		CU YDS	35000	176000	61600	
014	SPRINKLING		M-GALS	50000	7500	3750	
015	CLASS B ASPHALTIC	CONCRETE	TONS	110000	339530	373483	3
016	EXTRA FOR PAVING	APPROACHES	ONLY	250000	4000	10000	
801	FLAGGING					6647	

DATE 01/ 30 /64	CONTRACT NO. 6270	TOTAL CONTRACT ITEMS	1001185	
PREVIOUS VOUCHER NO. 16235		0 % RETAINED ON CONTRACT ITEMS		61
CHECKED BY CP hc		FORCE ACCOUNT	6647	
ENGINEER OR AUDITOR W. W. Robertson		TOTAL PAYMENTS	10,078.32	9,25

Jackson	PREFIX NO. 315-1715-201(41) 215.14 Dr. 315-1715-204(41) 613.00 Dr.	STATE WARRANT NO. 63-64	AGENCY VOUCHER NO. 20550 HIGHWAY FUND
City Street			
Central Point(Pine St.)	CONTRACT NO. 6270	ESTIMATE NO. 3 Final	PAYEE M. C. Lininger & Sons, Inc. P. O. Box 1386 Medford, Oregon

S	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SUM	6000000	1000	60000	60000	
S	35000	47990	16797	12250	4547
S	25000	502600	125650	125650	
	20000000	090	18000	18000	
T	21000	56000	11760	11760	
T	15000	258500	38775	38775	
T	40000	18000	7200	7200	
S	60000	31100	18660	10800	7860
	1200000	2000	24000	24000	
S	600000	2910	17460	15000	2460
	500000	2000	10000	10000	
S	35000	583000	204050	204050	
S	35000	176000	61600	61600	
S	50000	7500	3750	3750	
	110000	339530	373483	373483	
	250000	4000	10000	10000	
			6647		6647
TOTAL CONTRACT ITEMS			1001185	986318	14867
% RETAINED ON CONTRACT ITEMS				613.00	613.00
FORCE ACCOUNT			6647		6647
TOTAL PAYMENTS			10,078.32	9,250.18	828.14

734-01-99X 5	03	TRANS. CODE A

AMOUNT $ 828.14

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DEPARTMENT BY AUTHORITY OF O.R.S. 366.435 APPROVED FOR PAYMENT AND INCLUDED ON LIST NO.

CONTRACTOR'S CERTIFICATE

I, ______________________________

certify that I am ______________________________
(If firm or corp., state capacity)

that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated above; further that where force account work is charged, any contributions to the employees health and welfare fund required by negotiation between the Associated General Contractors, and the laborers, teamsters, and operating engineers unions have been paid; further, that no portion of this claim has been previously paid.

SIGNATURE X

This claim has been authorized in the above amount.

Deputy State Highway Engineer

AUDITED BY

PERIOD COVERED 10/10 - 11/13/63

AUDITED AND ALLOWED

Secretary of State

DUPLICATE VOUCHER

1-31-64

RECEIVED
NOV 23 1964

FOR FILING

62[illegible]0

3j
10-9-64

October 19, 1964

Mr. Freeman Mason
City Administrator
City Hall
Central Point, Oregon

Dear Mr. Mason:

The State Highway Commission at its meeting October 9 approved payment to the City of Central Point in the amount of $7,213.59 to honor an agreement with the City covering an improvement project on Pine Street between Haskell and Front Streets.

The amount of payment mentioned above is the difference between the cost of the project ($12,786.41) and the original maximum allocation ($20,000.00) as authorized in the 1963 Special City Allotment Program.

In approving this payment it was the understanding of the Commission that the City of Central Point would pay to Southern Pacific Company the difference, approximately $400, between their billing and the amount paid to the City by the State.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:jf

cc: Mr. R. L. Porter
Mr. Lloyd Shaw
Mr. Victor Wolfe
Mr. H. S. Cox
Mr. C. H. Maison

Salem, Oregon
September 28, 1964

1963 Special City Allotment Project
Central Point

Mr. H. S. Cox
County and City Engineer

Please refer to Mr. Prange's letter to Shaw, August 25, and Mr. McKinney to Shaw, September 11.

Mr. McKinney indicates that payment of the railroad signal bill would be all right provided the unexpended remainder of $20,000 allotted to the project has not been assigned to some other project.

In spite of Mr. McKinney's assurance, I doubt the propriety of assuming costs not properly included in the documentation of the project. Also, I am under the impression that the Special Allotment fund is now programmed in a manner to require use of a small amount of next year's funds.

To clear this matter properly, will you draft a letter to the Commission along the lines discussed with me Friday, September 25. A very brief statement of the events leading to the City's predicament, followed by a request to consider release of the remainder of $20,000 originally authorized but not used on the project should suffice.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

CITY OF CENTRAL POINT

COUNCIL MEETS
First Tuesday of Each Month

Gateway to CRATER LAKE
CENTRAL POINT
"Oregon's Friendliest City"

PHONE NOrmandy 4-1201
250 EAST PINE STREET

RECEIVED
SEP 22 1964
ENGINEER
COUNTY & CITY DIVISION

September 21, 1964

State of Oregon
Highway Department
Salem, Oregon

NOTED
R. M. ALLISON

Att'n: Mr. Bob Frange

Dear Sir:

Reference is made to our telephone conversation the latter part of August pertaining to the Signal Lights installed by Southern Pacific Railroad at the Railroad Crossing on West Pine.

We would appreciate a letter from your department ascertaining the amount used of the $20,000.00 allotted to this project and the balance, for our records.

Trust you are making headway on allotting the balance to the City of Central Point so that we may be able to pay Southern Pacific.

Very truly yours,

F W Mason
F. W. Mason
City Administrator

FWM

FORM E-30 50M 2-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1964

SUBJECT: 1963 Special City Allotment Project - City of Central Point

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

I have for reply your letter to Mr. L. I. Lindas dated September 2, 1964, with respect to the problem of the City of Central Point needing $7,633, of which they have requested us to contribute $7,213.59, as their half of the cost of the signal installation made by the Southern Pacific Company pursuant to an agreement between the City of Central Point and Southern Pacific dated December 4, 1962.

It is my understanding from Mr. Prange that County-City, who are directly charged with the budgeting of the $250,000 which must be spent by the State on city streets per annum, budgeted $20,000 of this sum for the city of Central Point project. As you know, the above-mentioned $250,000 comes from the 10 percent which is withdrawn each year from our State Highway Fund to be paid to cities. The statute prohibits use of this fund for any purpose other than use upon city streets that are not a part of the State Highway System.

I have checked with Mr. Don Taylor in Accounting who informs me that Accounting keeps a separate account for the $250,000 and pays appropriate vouchers out of it. However, there is no statutory provision as to what happens to any portion of the $250,000 that remains in the account at the end of a year in the event that the State Highway Department does not expend the entire sum. This, of course, can happen because the budgets are originally set up on estimates and the actual costs are not known until all of the projects are completed, which sometimes requires an additional year. In other words, if the Highway Department expends only $240,000 in one year, the additional $10,000 remains in the pot and is usually budgeted out the following year. It is up to County-City and Accounting to merely see that the pot doesn't run dry or be overexpended.

This being the case, and with the assurance from County-City that they have not reallocated $7,213.59, which sum represents the difference between what the City of Central Point project costs, to wit: $12,786.41 and the budgeted as well as agreed amount that the State would spend on the project (per agreement between the City and the State Highway Commission) at the beginning of the project in the sum of $20,000.

It is my opinion, therefore, that assuming all of the previously mentioned information and presumptions are correct, that there is still remaining in the Special City Street Funds $7,213.59 which was initially budgeted for the Central Point project but never used. It is my further opinion that the Commission can authorize this expenditure to the City if they choose to do so.

Frank C. McKinney
Frank C. McKinney
Chief, Office Section

FCM:lb
cc--H. S. Cox
--L. I. Lindas

FORM E-30 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1964

SUBJECT: 1963 Special City Allotment Project
City of Central Point

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

A rather frantic call was received from Mr. Freeman Mason, City Administrator of Central Point, regarding the installation of railroad signal in connection with the Pine Street grading and paving contract constructed as a 1963 Special City Allotment Project for the City of Central Point.

In order to understand the City's difficulty, a historical review of the project is as follows:

1. City submitted a resolution dated June 22, 1962, requesting the improvement of Pine Street from Haskell Street to the Pacific Highway (now known as the Rogue Valley Highway) including the installation of signals at the Southern Pacific Railroad crossing. The Highway Commission approved the project as part of the 1963 Special City Allotment Program on November 1, 1963. 1962?

2. City entered into an agreement with the S. P. Company dated December 4, 1962, which provided that the railroad company would install the signals and share in the cost of the installation on a 50-50 basis with the City of Central Point.

3. City entered into an agreement with the State dated March 14, 1963, covering the proposed project which consisted of "grade, base, pave and signal installation" at an estimated cost of $23,000 including the City's 50% share ($9,750) in the cost of the signals.

4. On April 23, 1963, the Highway Commission received a low bid from M. C. Lininger & Sons of Medford from which the anticipated cost of the project was derived as follows:

Contractor's bid	$12,260.00
Flagging	750.00
Railroad signals (City's 50% share).	9,750.00
12½% Engineering and contingencies .	2,845.00
Survey	1,300.00
TOTAL ANTICIPATED COST	$26,905.00

5. Based on the total anticipated cost of $26,905, the City was asked to make an advance deposit of $6,900. The City, not having anticipated that the project would go that high and not having the funds to make such a payment, requested that the signals be deleted from the project; consequently, the contract was awarded for the street work only for a total contract authorization of $14,636.25.

6. The S. P. Company, not having been notified that the railroad signals were not to be installed, recently completed the installation and billed Central Point for the sum of $7,633, which caught the City completely by surprise and totally unprepared financially to pay the bill.

7. Final costs on the Pine Street project are as follows:

Payment to contractor	$10,078.32
Construction Engineering.	1,031.17
Preliminary survey.	1,676.92
FINAL TOTAL COST	$12,786.41

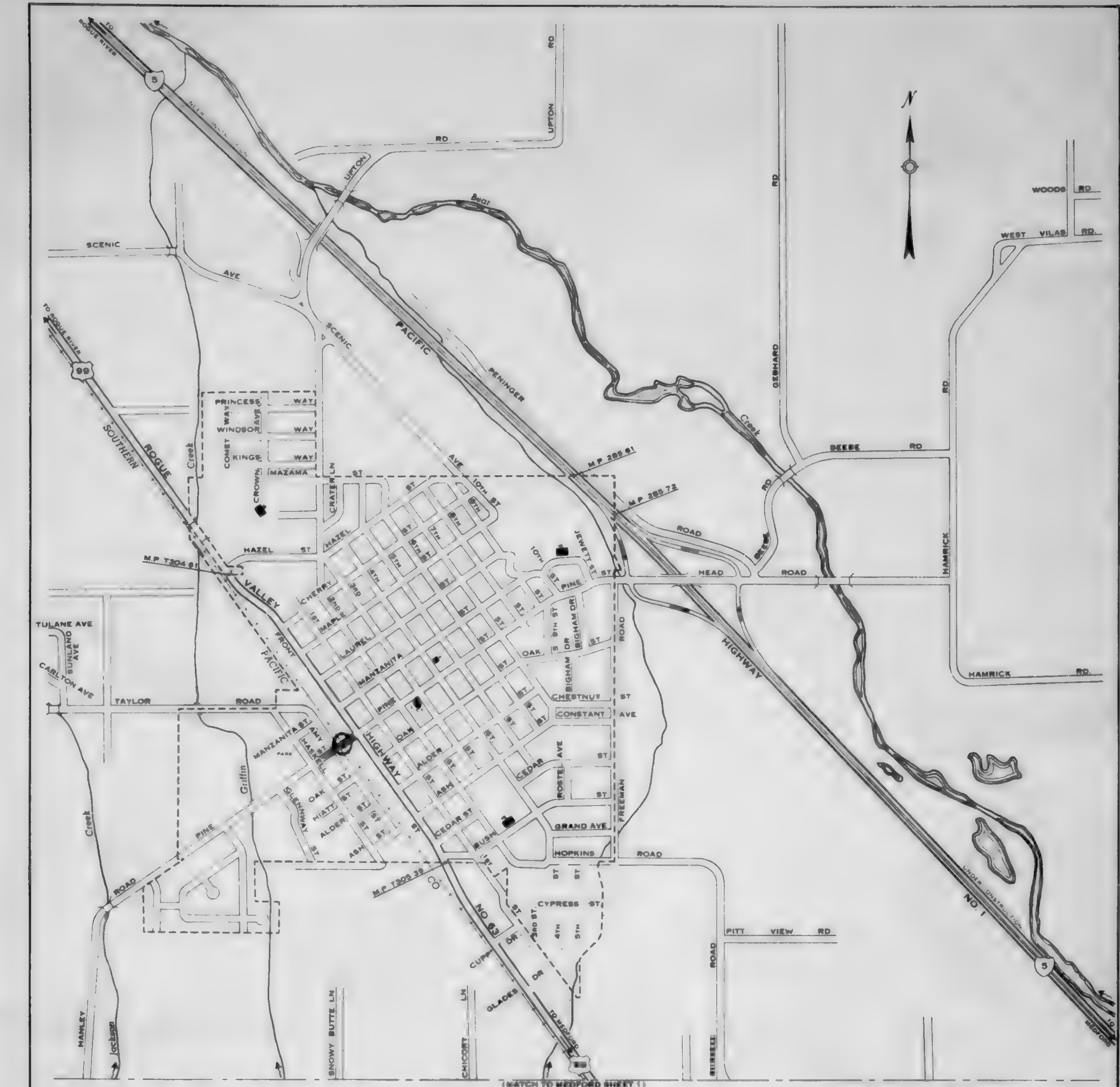
The above listed facts brings us to the problem of how the Southern Pacific Company's bill to the City for the signal installation is to be paid. It is herewith suggested that the State pay out of the 1963 Special City Allotment fund the sum of $7,213.59 toward the cost of the railroad signals which amount represents the difference between the $12,786.41 actual total project cost and the $20,000 limit originally agreed to by the Highway Commission. This would leave a balance of $419.41 to be paid by the City of Central Point. Such a payment would not cost the State any money since it would come out of the Special City Fund; however, it would be necessary to re-balance the books for the 1963 program, which would not be too difficult.

Although the State has no legal responsibility in this matter, it would be to the best interests of both the Highway Department and the City of Central Point if the above course of action were taken. Mr. Mason was contacted again by phone on August 21. He stated that the City would be very appreciative of anything that could be done by the Highway Department and gave assurance that if the State approved the payment of $7,213.59 from the Special City Allotment fund, the City would pay the differential of $419.41 in order to meet the total amount of the Southern Pacific Company's bill of $7,633.

Robert H. Prange

Robert H. Prange
Field Engineer
County and City Division

RHP:eb



SIGNED ROUTES

INTERSTATE 5
US 30
ORE 22

LEGEND

● Post Office
● School
● R. R. Depot
● Public Bldg
CY - City Hall
CT Court House
A - Armory
L Library
═ Street open for travel.
···· Street dedicated but not open.
--- City Limits.

CENTRAL POINT

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,486

Scale in Feet

September 1962

▬ Pine St. Project
○ Railroad Signals

CITY OF CENTRAL POINT

COUNCIL MEETS
First Tuesday of Each Month

Gateway to CRATER LAKE
CENTRAL POINT
'Oregon's Friendliest City'

PHONE NOrmandy 4-1201
250 EAST PINE STREET

October 15, 1964

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Mr. Robert M. Allison
Field Engineer
State of Oregon
Hwy. Dept.
Salem, Oregon

Dear Sir:

Reference is made to our letter to the State Highway Department, dated September 21, 1964, and our telephone calls regarding the Signal Lights installed by Southern Pacific Railroad at the Railroad Crossing on West Pine.

I am attaching a duplicate billing from Southern Pacific Railroad for your convenience and files.

Would you please advise what action the Commission decided on at their last meeting regarding this billing.

Yours very truly,

F W Mason
F. W. Mason
City Administrator

RECEIVED
OCT 19 1964
ENGINEER
COUNTY & CITY DIVISION

Submit Form A-65
To accounting

BILL COLLECTIBLE 478405 S-130-P (A.A.R. 206)

DUPLICATE

Bill No.
Quote above number when remitting

Month's Account JULY 1964
5-GMO Dept. No. 3-601
Date Made AUGUST 7 1964

To SOUTHERN PACIFIC COMPANY, Dr.

CITY OF CENTRAL POINT

CENTRAL POINT, OREGON

Please return copy of this bill with remittance to:
SOUTHERN PACIFIC COMPANY
P. O. Box 3809
San Francisco 20, California

FOR YOUR PROPORTION OF EXPENSES INCURRED IN CONNECTION WITH IMPROVING MAIN STREET CROSSING AND INSTALL FLASHING LIGHT SIGNALS AT CENTRAL POINT PER AGREEMENT AUDIT NO. 118417 A of D NO. 40725 DATED DEC. 4, 1962.		
PER DETAIL ATTACHED	$15267.94	
YOUR PROPORTION 50% OF	"	$7633.97

DISTRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

478405

8-55

C.S. 130-S

DETAIL OF BILL COLLECTIBLE

Sheet No. 1

Dept. No. 3-601

Audit No.

Payor CITY OF CENTRAL POINT GMO-87118

INSTALL FLASHING LIGHT SIGNALS AT MAIN ST. CROSSING C-445.7 CENTRAL POINT		
PRELIMINARY ENGINEERING	240.66	
DIVISION "	76.67	
PLUS COMPOSITE ADDITIVES 35.366% OF $317.33	112.23	
LABOR JUNE 1963		
SACTO SIGNAL SHOP 64 HRS @ 2.7264 hr	174.49	
NOVEMBER 1963		
SIGNAL GANG NO. 7 736 HRS @ 2.8645 hr	2108.27	
DECEMBER 1963		
SIGNAL GANG NO. 7 102 HRS @ 2.8341 hr	289.08	
PLUS COMPOSITE ADDITIVES 35.366% of $2571.84	909.56	
PERSONAL EXPENSES		
NOV. 1963 L.R. LAMBERT SIG. FOREMAN	20.10	
DEC. 1963 " " " "	3.90	
EQUIPMENT RENTAL + SUPPLIES		
SIGNAL GANG NO. 7 NOV. 1963		
TRUCK-641 3/4 TON 16 DAYS @ 5.75 DAY	92.00	
GASOLINE 25 GALS @ .36 GAL	9.00	
TRUCK-633 2 TON 16 DAYS @ 10.75 DAY	172.00	
GASOLINE 17 GALS @ .36 GAL	6.12	
TRUCK-653 2 TON 16 DAYS @ 10.75 DAY	172.00	
GASOLINE 40 GALS @ .36 GAL	14.40	
SPO-321 AIR COMPRESSOR 4½ DAYS @ 2.50 DAY	11.25	
PROPANE 170 GALS @ .39 GAL.	66.30	
SPO-9 TRENCH DIGGER 6 DAYS @ 14.50 DAY	87.00	
GASOLINE 20 GALS @ .36 GAL	7.20	

4 18

Binding Margin

8-58 C.S. 130-B

478405

DETAIL OF BILL COLLECTIBLE

Sheet No. 2

Dept. No. 3 - 601

Audit No.

Payer CITY OF CENTRAL POINT 6MO-87118

EQUIPMENT RENTAL <CONT'D>			
HOUSE TRAILER ED-192	30 DAYS	@ 10.50 DAY	$315.00
" " ED-204	30 "	@ 10.50 DAY	315.00
" " ED-228	30 "	@ 10.50 "	315.00
			$945.00
YOUR PROPORTION 736/931 hr or % of [illegible] "			[illegible]
SIGNAL GANG NO. 7 DEC. 1963			
TRUCK-641 3/4 TON	3 DAYS	@ 5.75 DAY	17.25
GASOLINE	16 GALS	@ .36 GAL	5.76
MATERIAL USED			
PUC NUMBER PLATE	1 EA		.95
CE-10024-1A CROSSING BLADES	2 PAIR		47.17
REQ. NO. 426400 DATED DEC. 21, 1962			
N- 35 FOOT CREO POLE	1 EA	@ 25.44	25.44
REQ. NO. 426319 DATED DEC. 21, 1962			
N- OFFSET SLEEVES	14 EA	@ .176	2.46
REQ. NO 076850 DATED JUNE 24, 1963			
N- 150-OHM RESISTOR	4 EA	@ .37	1.48
" ARRESTORS	13 ea	1.90	24.70
" BLOCKS-RACO UNIVERSAL	7½ EA	1.20	9.00
SH- " -TERMINAL	15 EA	.04	.60
N- " MULTI-UNIT TERMINAL	10 EA	2.29	22.90
" CABLE CLAMP	50 EA	.04	2.00
" RACO INSULATED CLAMPS	2 EA	.11	.22
" RACO EQUALIZERS	2 EA	2.55	5.10
" 9-OHM UNITS	2 EA	2.56	5.12
"			
" NO. 14 INS. FLEX WIRE	552 FT	2.19 C	12.09
" SIGNAL PADLOCKS	2 EA	1.43	2.86
" RACO A.C. 701-1 PROTECTORS	3 EA	4.07	12.21
" FIG. 1A BLOCKS TAGS	57 EA	.01	.57
" FIG. 2 " "	69 EA	.01	.69
" FIG. 5 " "	14 EA	.01	.14
" FIG. 3 " "	16 EA	.01	.16
" FIG. 1 " "	18 EA	.31	5.58
" FIG. 6 " "	25 EA	.01	.25
" NO. 709 30 AMP SWITCH	1 EA	1.20	1.20
" 3/8" SOLDERING LUGS	4 EA	.04	.16
" 1/2" " "	2 EA	.08	.16

Binding Margin

8-55

78405

C.& 130-S

DETAIL OF BILL COLLECTIBLE

Sheet No. 3
Dept. No. 3-601
Audit No.

Payer CITY OF CENTRAL POINT 6MO-87118

MATERIAL USED (CONT'D)

REQ. NO. 076854	DATED JUNE 24, 1963			
N-6'9" STEEL CASE	1EA	@	467.24	467.24
"				
" NO. 14 AWG 19 COPPER WIRE	240FT		2.19 C	5.26
" 16N 14-83 TERMINALS	107		.02	2.14
" 14-B "	109		.02	2.18
" E6-14 STA-KON "	32EA		.08	2.56
REQ. NO. 076827	DATED JUNE 13, 1963			
N-DN-11 4-OHM 4F4B RELAY	1EA	@	73.62	73.62
" DN-11 500-OHM " "	9EA		73.76	663.84
" DN-11 500-OHM 6F6B "	1EA		115.67	115.67
" DN-22 4-OHM 2F2B "	4EA		61.02	244.08
" TH-10 45"-70" 8V "	1EA		39.45	39.45
REQ. NO. 076827-A	DATED JUNE 13, 1963			
N-FN-16A 200-OHM RELAY	1EA	@	118.31	118.31
SH-DN-11 4-OHM 6F2B RELAY	2EA		73.63	147.26
REQ. NO. 157601	DATED DEC. 21, 1962			
		@		
" S-502 PORCELAIN COVERS	28EA		.08	2.24
SH S-502 JARS RECTANGULAR	28EA		1.48	41.44
N-3-500 PRIMARY RENEWAL	28EA		4.01	112.28
" CONCRETE BATTERY BOX	7EA		9.05	63.35
" BATTERY BOX COVER	5EA		7.44	37.20
" " " RACKS	7ST		1.71	11.97
" 3SCREW BATTERY CONNECTORS	7EA		.92	6.44
" END PIER FOUNDATION	2EA		6.44	12.88
" #1914 BRASS CARD HOLDER	7EA		.17	1.19
" E16.B CABLE OUTLET	1EA		.52	.52
REQ. NO. 157612	DATED DEC. 21, 1962			
N-BRASS LOCKNUTS	28EA	@	.11	3.08
" WING NUTS	56EA		.22	12.32
" BONDS, RAIL HEAD	50EA		.43	21.50
"				
" INSULATED RAIL CLAMPS	56EA		.11	6.16
" BRASS WASHERS	56EA		.01	.56
" 6FOOT WOOD MOULDINGS	16EA		1.40	22.40
" CORBIN PADLOCKS	1EA		1.42	1.42
" 9OHM RESISTOR UNITS	7EA		2.56	17.92
" RACO STRANDPIN STAPLES	56EA		.44	24.64

IS

Binding Margin

8-55

478405

C.S. 130-S

DETAIL OF BILL COLLECTIBLE

Sheet No. 4

Dept. No. 3 - 601

Audit No.

Payee CITY OF CENTRAL POINT

MATERIAL USED <CONT'D>

REQ. NO. 160818 DATED MARCH 5, 1963.				
N- CONCRETE ANCHOR BLOCK	1EA	@	.77	.77
"				
" CABLE OUTLET	1EA		4.04	4.04
"				
" GROUND WIRE CLAMP	2EA		.52	1.04
" NO. 19 HEMINGRAY INSULATORS	34EA		.21	7.14
" 1/2 x 9 1/4" CROSS ARM PINS	34EA		.46	15.64
" 1 1/2" RINGS	36EA		.03	1.08
" 5/8 x 5' ANCHOR ROD w/WASHER	1EA		2.24	2.24
" HOOK HEAD POLE STEPS	12EA		.35	4.20
" WOOD CABLE SUPPORTS	6EA		.11	.66
REQ. NO. 111221 DATED MAY 13, 1963				
N- 7/32" BOND STRAND	279 FT	@	20.84¢	58.14
" INSULATED RAIL CLAMPS	42EA		.11ea	4.62
" CORBIN PADLOCKS	6EA		1.43	8.58
" GROUND ROD	1EA		3.60	3.60
" RACO STRANPIN STABLES	12EA		.44	5.28
REQ. NO. 157623 DATED DEC. 21, 1962				
N- NO. 313 RACO TERMINAL	4EA	@	19.67	78.68
" FIG. C ARRESTOR BOX	1EA		20.59	20.59
" FOUNDATION - FLASHING LIGHT	2EA		39.71	79.42
" #6 BARE COPPER WIRE	4LBS		.43	1.72
" NO. 10 1 COND. SOLID WIRE	3500 FT		4.40¢	154.00
" NO. 14 INSULATED " "	200 FT		2.16¢	4.32
" GROUND ROD	2EA		3.60	7.20
" #2 MOULDING	10 FT		.46	4.60
REQ. NO. 157634 DATED DEC. 21, 1962				
N- FIG. 7 U BOLTS w/HEX NUTS	6EA	@	1.10	6.60
" CROSSING SIGNAL GUARD	6EA		3.04	18.24
" ABRASION PLATES	46EA		177.71¢	81.75
" R. ~~UO-273-145~~ HIGHWAY CROSSING SIGNAL	2EA		307.22ea	614.44
" ADAPTER CLAMP	4EA		2.30	9.20
" 18511/765C/8V LAMP INCANDESCENT	8EA		.92	7.36
REQ. NO. 111629 DATED MAY 3, 1963				
N- NO. 9 BWG GALV. IRON WIRE	3440 FT	@	1.11¢	38.18
" McKEAN BREAKER ARM INSULATORS	4EA		2.45ea	9.80

Binding Margin

152510.

8-55

478405 C.S. 130-8

DETAIL OF BILL COLLECTIBLE

Sheet No. 5
Dept. No. 3-601
Audit No. -

Payee CITY OF CENTRAL POINT

MATERIAL USED (CONT'D)				
REQ. NO. 160818-A	DATED MARCH 5, 1963			
N-35 GDE 3/8 GRIPS	2EA @	.93	1.86	
REQ. NO. 157612-A	DATED DEC. 21, 1962			
N-RACO BOOTLEGS	32EA @	4.70	150.40	
REQ. NO. 157634-A	DATED DEC. 21, 1962			
N-180-4 CI STEPS	10EA @	7.08	70.80	
REQ. NO. 157018	DATED NOV. 12, 1963			
N-NO. 10 1COND. CABLE	1420FT @	4.40c	62.48	
REQ. NO. 157601-B	DATED DEC. 21, 1963			
N-BATTERY BOX COVER	2EA @	7.43	14.86	
4915 NO. RGT-521	DATED DEC. 24, 1963			
SH 10PIN CROSS ARM	1EA @	3.80	3.80	
N-				
" NO. 2 MOLDING	10FT	.41	4.10	
" 12" GALV. EYE BOLT	1EA	.50	.50	
" HOOK HEAD POLE STEP	2EA	.38	.76	
" 113# ARMORED INSULATED JOINTS	2EA	28.50	57.00	
" LIGHTNING ARRESTER	4EA	1.90	7.60	
" MULTI-UNIT TERMINAL	3/6EA	2.48EA	7.24	
" RACO INSULATED NUTS	32EA	23.03c	7.37	
" NO. 14 7COND. CABLE	45 FT	25.22c	11.35	
" 2" GALV. CONDUIT	130 FT.	60.18c	78.23	
" 2" " " 90° BENDS	6 EA	1.95	11.70	
" 90° STREET ELLS 1/2"	2EA	.59	1.18	
VOUCHER PAYMENTS.				
213-11-18266 TRU-MIX CONCRETE + EQUIP. DIVN. BACKHOE RENTAL OCT 17 TO OCT 24, 1963			50.00	
219 1-25520 MARQUARDT CORP-POMONA DIVN. INVOICE NO. 02987 DATED DEC. 17, 1963 SIGNAL MATL.			3971.96	

Binding Margin

478405

C.S. 130-S

DETAIL OF BILL COLLECTIBLE

Sheet No. 6

Dept. No. 3-601

Payee CITY OF CENTRAL POINT GMO-87118

Audit No.

VOUCHER PAYMENTS <CONT'D>				
219 5-13645 DATED MAY 15, 1963.				
WESTINGHOUSE ELEC. SUPPLY CO.				
INVOICE NO. D-749984 DATED 5-3-1963				
2" GALV. CONDUIT 200 FEET			108.07	
219 6-14897 MARQUARDT CORP-POMONA DIVN				
INVOICE NO. 02925 DATED 5-17-1963			205.13	
SIGNAL MATL.				
4915 NO. RGT-556 DATED JULY 9, 1964				
DN-11, 4 OHM 8F-2B RELAY	1 EA	@ 134.34	134.34	
B-6-H BATTERY CELL	6 EA	42.60	255.60	
MULTI-UNIT TERMINAL BLOCK	2 5/6 BLK	2.29	6.49	
F16A ARRESTOR BOX	1 EA	16.20	16.20	
LIGHTNING ARRESTER	10 EA	1.90	19.00	
R.H. BONDS	5 EA	.52	2.60	
80# INSULATED JOINTS	11 EA	28.19	310.09	
90# " "	10 EA	37.07	370.70	
2" UNIONS	5 EA	3.24	16.20	
NO. 14 FLEX WIRE	500 FT	2.19 C	10.95	
NO. 14 10 COND. CABLE	40 FT.	.32	12.80	
TOTAL B/C			15367.94	

Binding Margin

RECEIVED
OCT 7 - 1964

FOR FILING

[illegible]

6270

October 6, 1964

Oregon State Highway Commission

Gentlemen:

On November 1, 1962, the State Highway Commission approved a Special City Allotment project for the City of Central Point to be constructed with 1963 funds. The project was for improvement of Pine Street and included the installation of signals at the Southern Pacific railroad crossing.

On December 4, 1962, the City of Central Point entered into an agreement with the Southern Pacific Company which provided that the Railroad Company would install railroad signals and share in the cost of the signals on a 50-50 basis with the City. The Railroad's estimated cost was $19,500, of which the City's share would be $9,750.

The original estimate, including signals, was $23,000 and the State Highway Commission and the City of Central Point entered into the standard agreement which stipulated that Central Point would pay all costs in excess of $20,000.

Bids were taken on the project on April 23, 1963, and based on the low bid and the signal installation, the total cost was estimated at $26,905. The City could not raise the necessary $6,905 and requested that the signal installation be deleted from the contract. The project was awarded for the street work only at an anticipated cost of $14,636.25.

The Southern Pacific Company was not informed of the decision to delete the signals from the contract and has recently completed the installation. The City of Central Point was billed for the sum of $7,633 by the Southern Pacific Company as the City's share of the cost of the signals. The City is unable to raise this sum of money and has requested the aid of the State Highway Commission.

The final cost of the street improvement project on Pine Street was $12,786.41 which leaves $7,213.59 of the $20,000 originally authorized for Central Point in 1963. However, all 1963 projects are finaled and the 1964 program will in all probability use the entire $250,000 for 1964.

In order to relieve Central Point of a heavy financial burden and to honor the agreement between the Highway Commission and the City of Central Point, it is recommended that the difference between the cost of the project and the original allocation of $20,000 be authorized for expenditure on behalf of Central Point, the funds to be charged to the 1965 Special City Allotment program. The City advises that it is able to pick up the small remaining balance due the Southern Pacific Company.

This matter will appear on the October 9 agenda and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison

LPS:ajw bbc

NOTED
H. S. COX

Salem, Oregon
August 25, 1964

NOTED
DON HARWELL

1963 Special City Allotment Project
City of Central Point

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

NOTED
R. M. ALLIS

NOTED
R. H. PRANGE

[illegible]
P. B. [illegible]

A rather frantic call was received from Mr. Freeman Mason, City Administrator of Central Point, regarding the installation of railroad signal in connection with the Pine Street grading and paving contract constructed as a 1963 Special City Allotment Project for the City of Central Point.

In order to understand the City's difficulty, a historical review of the project is as follows:

1. City submitted a resolution dated June 22, 1962, requesting the improvement of Pine Street from Haskell Street to the Pacific Highway (now known as the Rogue Valley Highway) including the installation of signals at the Southern Pacific Railroad crossing. The Highway Commission approved the project as part of the 1963 Special City Allotment Program on November 1, ~~1963.~~ 1962

2. City entered into an agreement with the S. P. Company dated December 4, 1962, which provided that the railroad company would install the signals and share in the cost of the installation on a 50-50 basis with the City of Central Point.

3. City entered into an agreement with the State dated March 14, 1963, covering the proposed project which consisted of "grade, base, pave and signal installation" at an estimated cost of $23,000 including the City's 50% share ($9,750) in the cost of the signals.

4. On April 23, 1963, the Highway Commission received a low bid from M. C. Lininger & Sons of Medford from which the anticipated cost of the project was derived as follows:

Contractor's bid	$12,260.00
Flagging	750.00
Railroad signals (City's 50% share).	9,750.00
12½% Engineering and contingencies .	2,845.00
Survey	1,300.00
TOTAL ANTICIPATED COST	$26,905.00

NOTED
V. R. JONES

5. Based on the total anticipated cost of $26,905, the City was asked to make an advance deposit of $6,900. The City, not having anticipated that the project would go that high and not having the funds to make such a payment, requested that the signals be deleted from the project; consequently, the contract was awarded for the street work only for a total contract authorization of $14,636.25.

6. The S. P. Company, not having been notified that the railroad signals were not to be installed, recently completed the installation and billed Central Point for the sum of $7,633, which caught the City completely by surprise and totally unprepared financially to pay the bill.

7. Final costs on the Pine Street project are as follows:

Payment to contractor	$10,078.32
Construction Engineering.	1,031.17
Preliminary survey.	1,676.92
FINAL TOTAL COST	$12,786.41

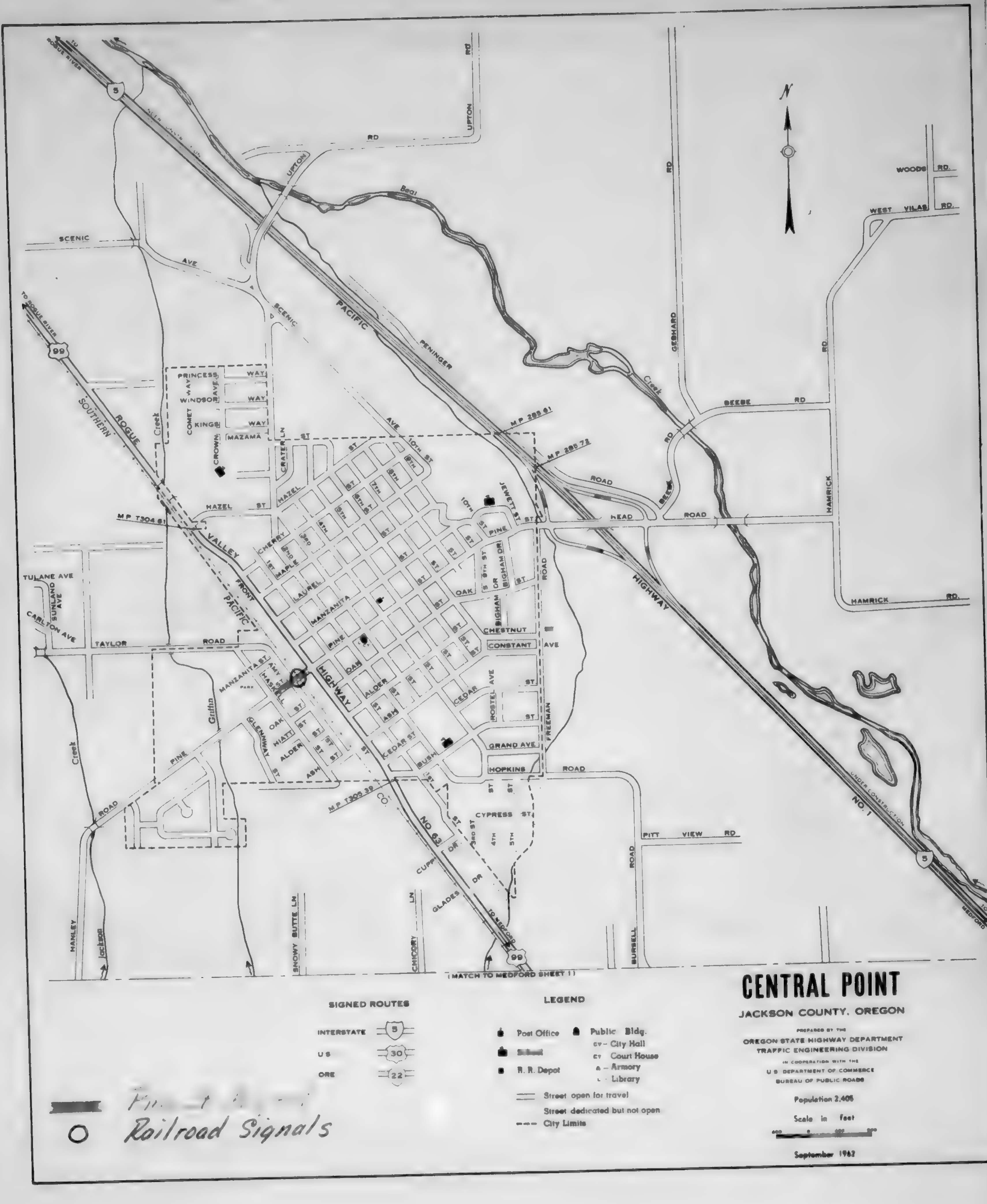
The above listed facts brings us to the problem of how the Southern Pacific Company's bill to the City for the signal installation is to be paid. It is herewith suggested that the State pay out of the 1963 Special City Allotment fund the sum of $7,213.59 toward the cost of the railroad signals which amount represents the difference between the $12,786.41 actual total project cost and the $20,000 limit originally agreed to by the Highway Commission. This would leave a balance of $419.41 to be paid by the City of Central Point. Such a payment would not cost the State any money since it would come out of the Special City Fund; however, it would be necessary to re-balance the books for the 1963 program, which would not be too difficult.

Although the State has no legal responsibility in this matter, it would be to the best interests of both the Highway Department and the City of Central Point if the above course of action were taken. Mr. Mason was contacted again by phone on August 21. He stated that the City would be very appreciative of anything that could be done by the Highway Department and gave assurance that if the State approved the payment of $7,213.59 from the Special City Allotment fund, the City would pay the differential of $419.41 in order to meet the total amount of the Southern Pacific Company's bill of $7,633.

NOTED
R. H. PRANGE

Robert H. Prange
Field Engineer
County and City Division

RHP:eb



CENTRAL POINT

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,405

Scale in Feet

September 1962

SIGNED ROUTES

INTERSTATE 5
U S 30
ORE 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
– – – City Limits

▬ [illegible]
○ Railroad Signals

RECEIVED
FEB 4 - 1964
FOR FILING

February 3, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On December 23, 1963, we wrote to you concerning release of final payment on contract #6270, awarded to M. C. Lininger & Sons, Inc., for grading-paving Pine Street in Central Point, Jackson County.

Final payment on this contract is $828.14 and the total contract amount is $10,078.32, including $66.47 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. C. Lininger & Sons, Inc.,
P. O. Box 1386
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 10, 1964

Section Central Point (Pine Street)

Highway City Street County Jackson

Contractor M.C. Lininger & Sons

Date of contract May 29, 1963

Date work started July 5, 1963

Project authorization $14,636.25

Exclusive of engineering $13,595.80

Kind of work Grading & Paving

Section prefix 315-1715

Contract number 6270

Specified work days 30

Work days used 30

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $10,078.12

Estimated per cent overrun or underrun 20.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,040.80

Engineering cost to date $1,146.27, 101.3 %

Date project was completed November 13, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Date of Semi-final estimate: January 8, 1964.

FINAL WEEKLY REPORT

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 13

Signed H H Robertson

Address P.O. Box 646, Ashland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.09	0.09			0.09
Miles partially completed					
Miles completed	0.09	0.09			0.09
Total estimated quantities (contract)	590	860			460
Total quantities corrected to date	503	759			340
Estimated quantities moved or placed to date	503	759			340
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 23 1963
FOR FILING

[illegible]

[illegible]

December 23, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 13 on Contract No. 62[illegible]. The contract was with M. C. Lininger & Sons, Inc. and was for grading and paving on the Central Point City Street Section (Pine Street) in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 19, 1963, and that you concur in this procedure at the Commission meeting on January 30.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

Form E-321—3M—

Final Estimate Release

STATE OF OREGON—HIGHWAY DEPARTMENT

Final - 3

Job Central Point (Pine St.) County Jackson

Type of Work Grading and Paving

Contractor M. C. Lininger & Sons, Inc.

Date 5-29-63 Prefix 315-1715 FAP State Contract No. 6270

Specified Number of Workdays 30 Work Days Used 30

Additional Workdays Approved - Date of Approval -

Accepted by Commission 12-18-63 Work Completed 11-13-63

Release by Accounting Division 2-4-64 Date of Final Voucher 1-30-64

Unit Prices Checked with Contract 1-31-64 Checked with Cost Books 2-4-64

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	$12,260.00	Paid Contractor	$ 9,250.18		
Anticipated Items	750.00	Final Estimate	828.14		
Subsequent Authorizations	-	Total	$10,078.32		
Contingency Allowance	585.45	Add for Deductions	-		
Contract Cost	$13,595.45	Contract Cost	$10,078.32		
Engineering	1,040.80	Engineering	976.63	Engineering	$219.64*
State Force	-	State Force	-	State Force	-
Total	$14,636.25	Total	$11,054.95	Total	$219.64
		Sale/Transf. Cr.			
Total Original Authorization	$14,636.25	Expended to Date	$11,054.95	Anticipated Final Cost	$11,274.59 - 22.97%

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		Anticipated Items		
EW 1	6-14-63	State's share of flagging ($750)	$750.00	$66.47
		*Includes $50.00 for checking final.		
		Final Costs		
		Payment to Contractor $10,078.32		
		Construction Engr. 1,031.17		
		Prelim Survey 1,076.92		
		Total 12,186.41		

Contractor

Date 5-29-63 Prefix 315-1715 FAP State Contract No. 6270

Specified Number of Workdays 30 Work Days Used 30

Additional Workdays Approved - Date of Approval -

Accepted by Commission 12-18-63 Work Completed 11-13-63

Release by Accounting Division 2-4-64 Date of Final Voucher 1-30-64

Unit Prices Checked with Contract 1-31-64 Checked with Cost Books 2-4-64

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	$12,260.00	Paid Contractor	$ 9,250.18		
Anticipated Items	750.00	Final Estimate	828.14		
Subsequent Authorizations	-	Total	$10,078.32		
Contingency Allowance	585.45	Add for Deductions	-		
Contract Cost	$13,595.45	Contract Cost	$10,078.32		
Engineering	1,040.80	Engineering	976.63	Engineering	$219.64*
State Force	-	State Force	-	State Force	-
Total	$14,636.25	Total	$11,054.95	Total	$219.64
		Sale/Transf. Cr.			
Total Original Authorization	$14,636.25	Expended to Date	$11,054.95	Anticipated Final Cost	$11,274.59 - 22.97%

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

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		Anticipated Items		
EW 1	6-14-63	State's share of flagging ($750)	$750.00	$66.47
		*Includes $50.00 for checking final.		
		Final Costs		
		Payment to Contractor $10,078.32		
		Construction Engr. 1,031.17		
		Prelim. Survey 1,676.92		
		Total 12,786.41		
		8-17-64		

Office Engineer Date [illegible] 5, 1964

Bridge Engineer Date , 19

Deputy ~~or Assistant~~ State Highway Engineer Date 2-5, 1964

State Printing

9

RECEIVED
MAY 29 1963
FOR FILING

[illegible]

[illegible]

May 29, 1963

M. C. Lininger & Sons, Inc.
P. O. Box 1306
Medford, Oregon

Gentlemen:

The State Highway Commission on April 23, 1963, accepted your proposal for grading and paving on Central Point (Pine Street) Section of City Street in Jackson County for the sum of $12,260.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6270. Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pacific Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

RECEIVED
MAY 9 - 1963
FOR FILING

315-1715

A. W. KILBORN
SUPERINTENDENT
6270

8-2660

9

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO
GMO 87118
O-PD-CPt-02-13

May 1, 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. L. H. Young
Office Engineer

Dear Sir:

Referring to your letter April 5 relative Special Provisions and plans covering grading and paving work on Central Point (Pine St.) section of City Street in Jackson County calling for bids to be received in Salem April 23, 1963:

One copy of your plans is returned herewith. These plans do not actually illustrate work to be performed at the grade crossing, as it is our understanding flashing light signals are to be installed in accordance with our agreement of Dec. 4, 1962 with City of Central Point. However, since signal work is not a part of any understanding with the State, plans have been approved on the basis that work we perform will be under the agreement with City.

Also attached is one copy of your Special Provisions which are in order for the work illustrated on the plans.

Yours truly,

A W Kilborn

COPIES TO:
RL PORTER
LPSHAW
LHYOUNG
FDMORGAN
LRCHANDLER
5-7-63
I

RECEIVED
MAY 3 1963
OFFICE ENGINEERING
DIVISION

RECEIVED
MAY 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. R. JONES

April 23, 1963

Mr. Freeman Mason
City Administrator
City Hall
Central Point, Oregon

Dear Mr. Mason:

On April 23, the State Highway Commission received two bids on the Special City Allotment project on Pine Street. Low bid was submitted by M. C. Lininger & Sons of Medford, Oregon. The total anticipated cost based on this bid is as follows:

Contractor's bid	$12,260.00
State's share of flagging	750.00
Railroad signals	9,750.00
12-1/2% Engineering & Contingencies	2,845.00
Survey	1,300.00
TOTAL COST.	$26,905.00

As per the agreement between City and State, City is to pay all costs in excess of $20,000. As the contract cannot be awarded until the City's advance deposit is in our hands, will you please at your earliest convenience transmit to this office a check in the amount of $6,900 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

H. C. Ayers
Field Engineer

HCA:mm

CENTRAL POINT (PINE ST.)
JACKSON COUNTY

Revised 3-20 63 ~~Oct~~
JUNE

CLEARING AND GRUBBING	All Specified		500 -
DRAINAGE EXCAVATION, UNCLASSIFIED	60 ~~74~~ cu. yds	3.00	180 ~~102~~ -
GENERAL EXCAVATION, UNCLASSIFIED	590 ~~520~~ cu. yds	1.50	885 - ~~780~~ -
FINISHING ROADBED AND SLOPES	0.09 mile	1000 -	90 -
8-inch SEWER PIPE.	60 lin. ft	2.00	120 -
CONCRETE INLETS TYPE G.	3 only	150 -	450 -
Adjustment of Manholes	2 only	75 -	150 -
COARSE CRUSHED MATERIAL in BASE	700 cu. yds	2.75	1925 -
3/4"-0 MATERIAL in BASE	160 cu. yds	3.00	480 -
SPRINKLING	24 M-Gals	4.00	96 -
CLASS B Asphaltic CONCRETE	460 ~~450~~ TONS	10.50	4830 - ~~4725~~
Extra for Paving Approaches	7 ~~8~~ only	30 -	210 ~~240~~
6-inch Perforated Drain Pipe	280 Lin ft	2.50	700
Special Backfill in Drains	26 cu. yd	7.00	182
CONCRETE CURBS	2. cu. yd	60 -	120 -
Extra for Pipe under Pavement	22 lin. ft	5.00	110 -
			11028 -
	Anticipated		10500 -
			21,528 -
	Eng. & Cont. 12½		2691.00
			$24219.00

Anticipated Items

FLAGGING	750
Automatic Signals,	9750
	10500

Ce[illegible]al Point (Pine St.)
Jackson County

Clearing and Grubbing	All Specified		500 -
Drainage Excavation, Unclassified	34 cu. yds	3.00	102 -
General Excavation, Unclassified	520 cu. yds	1.50	780 -
Finishing Roadbed and Slopes	0.09 mile	1000 -	90 -
8-inch Sewer Pipe	60 lin. ft	2.00	120 -
Concrete Inlets Type G.	3 only	150 -	450 -
Adjustment of Manholes	2 only	75 -	150 -
Coarse Crushed Material in Base	700 cu. yds	2.75	1925 -
3/4"-0 Material in Base	160 cu. yds	3.00	480 -
Sprinkling	24 M-Gals	4.00	96 -
Class B Asphaltic Concrete	450 Tons	10.50	4725 -
Extra for Paving Approaches	8 only	30 -	240 -
			9658 -
	Anticipated		10500
			#20158 -
	12½% Engr. & Cont.		2519.75
			#22677.75

Anticipated Items

Flagging	750
Automatic Signals,	9750
	10500

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MAR 11 1963
ENGINEER
COUNTY & CITY DIVISION

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FOR FILING

15-1715
[illegible]

[illegible] #6

Salem, Oregon
March 20, 1963

NOA
Agreement with Central Point
Improvement of Pine Street
$250,000 Street Fund

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. H. C. Ayers
Field Engineer

Attached is a fully executed copy of an agreement with the City of Central Point covering the Special City Allotment project on Pine Street from Front Street to approximately Haskell Street.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Central Point.

Secretary

rn
Attach; 1

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C370

Salem, Oregon
March 13, 1963

Agreement with Central Point
Improvement of Pine Street
$250,000 Street Fund

Mr. Forrest Cooper
State Highway Engineer
Office

Herewith are three copies of an agreement with Central Point concerning State concurrence in expenditure of money from the $250,000 City Street Fund.

The proposed improvement is on Pine Street from Haskell Street to the Rogue Valley Highway. The project is estimated to cost $23,000, of which sum the City is to provide all in excess of $20,000. The cost up to $20,000 is to be taken from the $250,000 City Street Fund.

The project, the basis for the agreement, was approved by the Oregon State Highway Commission on November 1, 1962. The agreement has been approved as to form by the Chief Counsel and has been signed by the Mayor and Recorder in behalf of Central Point.

Will you please present this matter to the Highway Commission at the March 14 meeting as an NOA item. Approval is recommended.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

NOTED
Harold C. Ayers

NOTED
H. S. COX

February 11, 1963

NOTED
V. R. JONES

Mr. Lyle Paull, City Administrator
City Hall
Central Point, Oregon

Dear Mr. Paull:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment Project on Pine Street. Enclosed are three copies of an agreement covering this project.

Please note that due to the Southern Pacific Engineer's raise in estimate of cost for the signal, the total estimate now exceeds $20,000, and the City is to pay all costs in excess of $20,000.

Will you please have the City Council pass a resolution, similar to the enclosed sample, authorizing the Mayor and Recorder to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you please see that the Mayor and Recorder sign the three copies of the enclosed agreement, have the signatures attested by a third party, stamp with City Seal and return the three copies, along with three copies of the resolution authorizing signature, to this office prior to March 12, 1963. After signature by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for the City's records.

Very truly yours,

H. S. Cox
County and City Engineer

by

H. C. Ayers
Field Engineer

HCA:eb
Encls.

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DEC 11 1962
FOR FILING
315-1715
6370

Salem, Oregon
December 10, 1962

L. H. Young
H. S. Cox

West Pine Street (Main
Street) project in
Central Point
$250,000 Fund for Small
Cities

We have a copy of an agreement dated December 4, 1962, covering the improvement of the railroad crossing on Main Street in Central Point. This has been prepared by the Southern Pacific Railroad Company and signed by the City officials but not yet completed by the Railroad Company.

This agreement provides that the Railroad Company shall install PUC Standard No. 2 signals and shall be reimbursed by the City in the amount of 50 percent of these costs. The Railroad Company at its own expense shall reconstruct its tracks to receive pavement, including headers along the rail, and the City shall at its expense furnish and place pavement across the tracks. This paving work, of course, will be included as a part of the federal-aid project. Upon completion of the work, the Railroad Company shall maintain its track and the signals, and the City shall maintain the surfacing across the track. The PUC Commissioner advises that no hearing will be necessary.

Standard provisions covering relations with the Railroad will be used including insurance and flagging. The Railroad Company has been requested to supply information as to flagman wage rates and headquarters.

G. S. Paxson
Deputy State Highway Engineer

GSP:fn

[illegible]

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 87118

November 30, 1962

Mr. Lyle Paull
City Administrator
City of Central Point
Central Point, Oregon

Dear Sir:

Referring to your letter of November 20 relative to proposed improvement of crossing and protection at West Pine (Main Street), Central Point:

Attached are duplicate counterparts of proposed agreement with the City of Central Point covering the improvement of the above crossing and installation of flashing light signals.

Please review this agreement and, if satisfactory, have executed in duplicate on behalf of the City; after which both counterparts should be returned to this office for our further handling.

Certified copy of the resolution passed by the governing body, authorizing execution and acceptance, should be attached to each counterpart.

Yours truly,

A W Kilborn

S. P. CO. COPY

THIS AGREEMENT, made this 4th day of Dec., 1962, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein termed "Railroad", and CITY OF CENTRAL POINT, a municipal corporation of the State of Oregon, herein termed "City";

RECITALS:

The parties hereto desire to evidence by this instrument their agreements with respect to the improvement of grade crossing and protective devices at Main Street, at or near Central Point, in the County of Jackson, State of Oregon.

AGREEMENT:

NOW, THEREFORE, it is mutually agreed as follows:

1. Railroad, at its expense, shall prepare its tracks to receive paving, including any necessary rail change, and the installation of creosoted gum timber headers along the rails of the tracks located through the crossing area.

2. Railroad will furnish all necessary labor, materials, tools and equipment to install, and shall install, two (2) flashing light grade crossing signals equipped with gongs, together with necessary actuating and operating circuits and adequate instrument housing. Said signals shall be located approximately as indicated in red on the attached print of Railroad's Portland Division Drawing D-552, revised October [illegible], 1962, attached and made a part hereof, and will replace the existing crossing signs indicated in yellow on said print.

Installation of and all materials for said signals equipped with gongs shall be in accordance with Railroad's usual standards and in compliance with the Oregon Public Utility Commissioner's Order No. 36962, Standard No. 2.

City agrees to reimburse Railroad promptly upon receipt of bills therefor for fifty (50) per cent of the cost and expense incurred by Railroad in connection with the furnishing and installation of said crossing signals equipped with gongs and appurtenances, and the removal of the existing crossing signs.

3. City at City's expense, shall furnish and place all paving,

. After the work contemplated hereunder has been completed, Railroad at its expense shall maintain the protective devices and the portions of the crossing area lying between lines two (2) feet outside the rails of each track located thereon.

The portions of the crossing area outside of such lines shall be maintained by City at City's expense.

5. This agreement shall inure to the benefit of and be binding upon the successors and assigns of Railroad, and the assigns of City.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate the day and year first herein written.

SOUTHERN PACIFIC COMPANY

By______________________________
(Title)

CITY OF CENTRAL POINT

By F.W. Mason
Mayor

Lyle Paull
Clerk

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20 1962
FOR

1/63

LOCATION PROSPECTUS
PINE STREET SECTION
CITY OF CENTRAL POINT
JACKSON COUNTY

The following prospectus is submitted concerning the above-mentioned section of Pine Street in the city of Central Point. The westerly terminus is at Station 130+50, the east end of project S-338(3) Central Point-Ross Lane Section. The easterly terminus is at the intersection of Pine and Front Street (Pacific Highway). The overall length is 0.10 mile.

This will be a location survey to prepare plans, specifications and estimates for grading, paving and signalization of railroad on existing alignment. This project is to be constructed with 1963 Special City Allotment Funds.

The typical section will be variable. From Haskell Street to the railroad tracks the typical section will be two 12-foot lanes with 8-foot shoulders. From the railroad tracks the typical section will be tapered from 24 feet with 8-foot shoulders to 60 feet at the connection with the Pacific Highway. The approved base design for construction is:

Paving	3" AC
Top Course Base	2" Level
Bottom Course Base	12" Coarse Base
Total Depth	17"

Sources of material will be determined during the survey.

The City of Central Point will make adjustments for water mains and all arrangements for required utility adjustments.

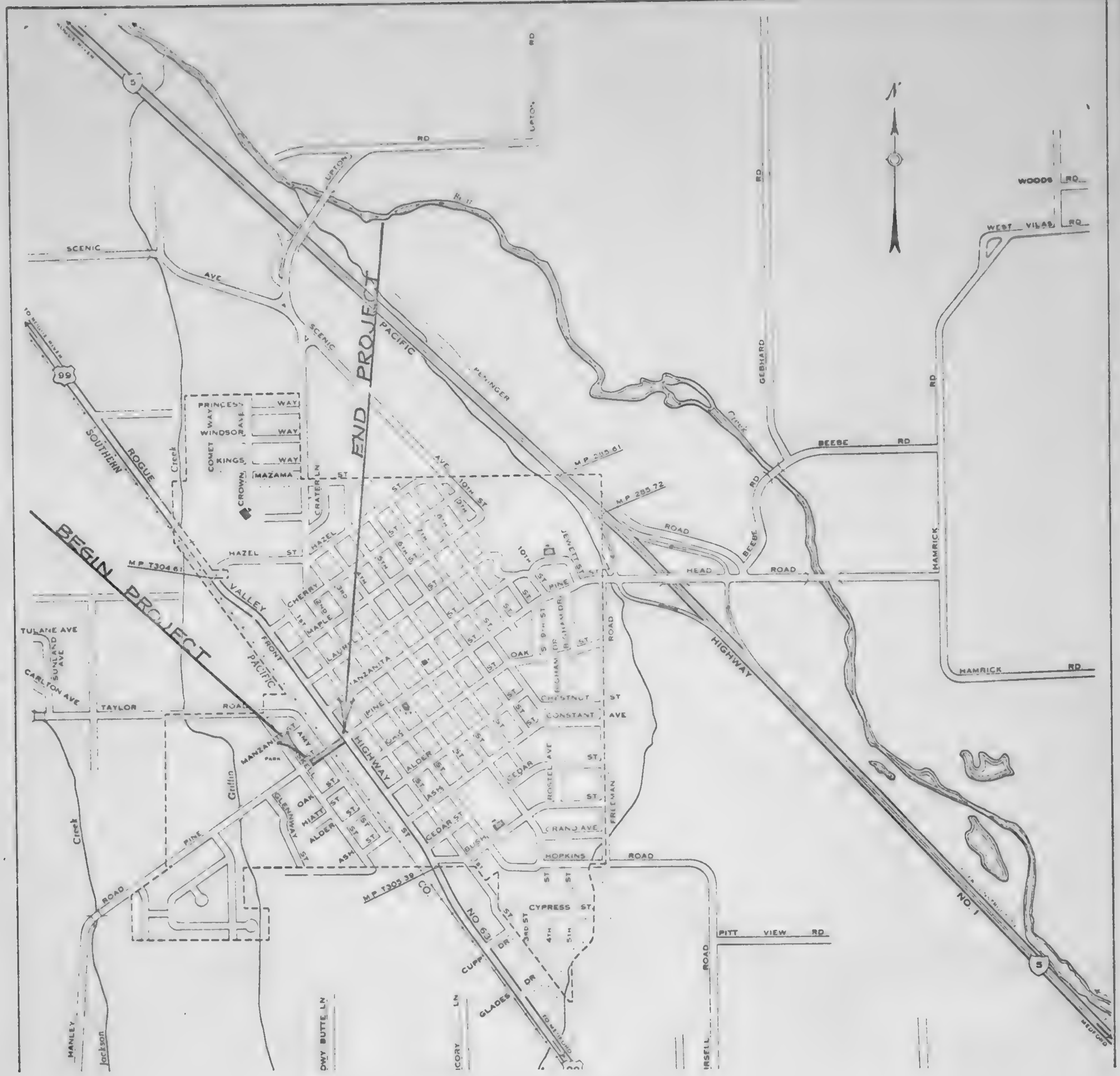
The Southern Pacific Railroad tracks will be crossed at grade and the City is to make all arrangements.

Final agreements will be required with the City of Central Point.

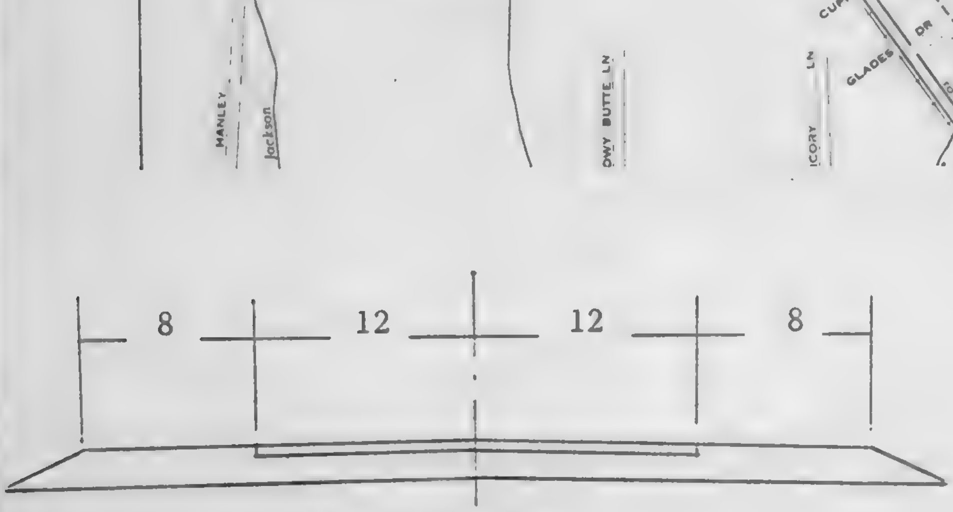
December 4, 1962
Attachment

cc: Forrest Cooper ✓
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
Research Division
Frank Hall (2)
Val Johnson
G. L. Decker
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED



LOCATION PROSPECTUS
PINE STREET SECTION
CITY OF CENTRAL POINT
JACKSON COUNTY



Typical Section

ORREST COOPER

CENTRAL POINT 1.362

PRELIMINARY ESTIMATE

1963 SPECIAL CITY ALLOTMENT PROJECT

Pine Street from Haskell Street to the Pacific Highway, a distance of approximately 0.10 mile.

Place automatic railroad signal at tracks.

Between Haskell Street and railroad: Salvage 18' section and widen to 32' with 6' to 8' shoulders; place 12" base and 2" leveling course on widened portion and 3" asphaltic concrete 24' wide. Between railroad tracks and Pacific Highway: Grade, place 12" base, 2" leveling course, and 3" asphaltic concrete full width to curbs at highway, tapered to 24' at railroad.

Item	Quantity		@	Total
Automatic signal (State share)	--		$--	$ 6,000.00
Excavation	900	c.y.	1.00	900.00
Coarse crushed material	1100	c.y.	3.00	3,300.00
3/4"-0" in base & shoulders	600	c.y.	3.50	2,100.00
Sprinkling	45	M/gal.	4.00	180.00
Class B asphaltic concrete	400	tons	8.50	3,400.00
Approaches	6	each	40.00	240.00

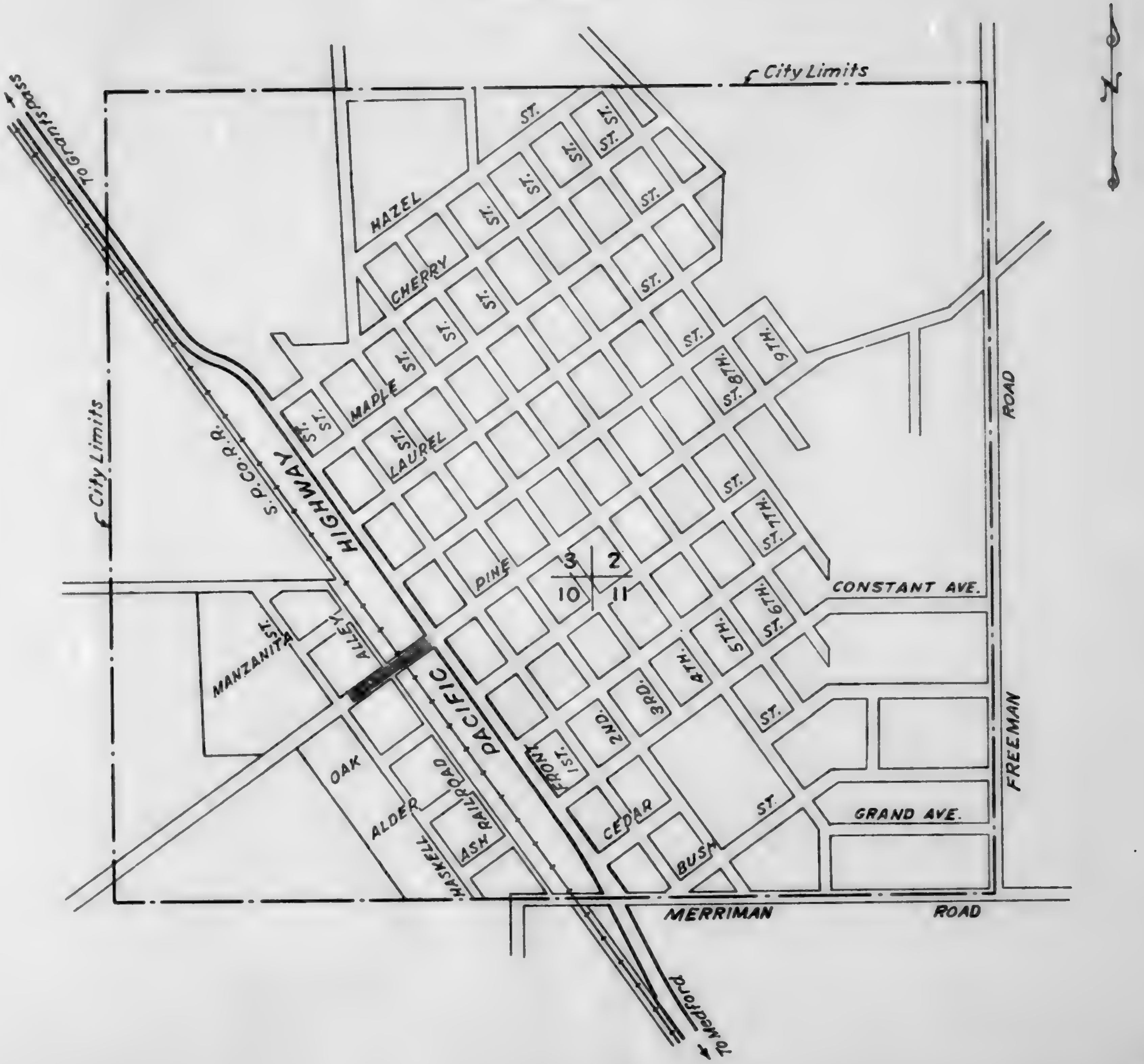
Estimated construction cost	$16,120.00
12-1/2% engineering & contingencies. . .	2,015.00
Survey	600.00
	$18,735.00

TOTAL ESTIMATE: $18,700

HCA:mm
11/2/62

CENTRAL POINT

Scale 1"=800'



Rev. 8-24-'49
Rev. 8-5-'46

[illegible]
[illegible]
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section [illegible] Highway [illegible] County [illegible] Prefix
Res. Engr. Length of Project ___ Miles. From [illegible] to [illegible] Date [illegible]

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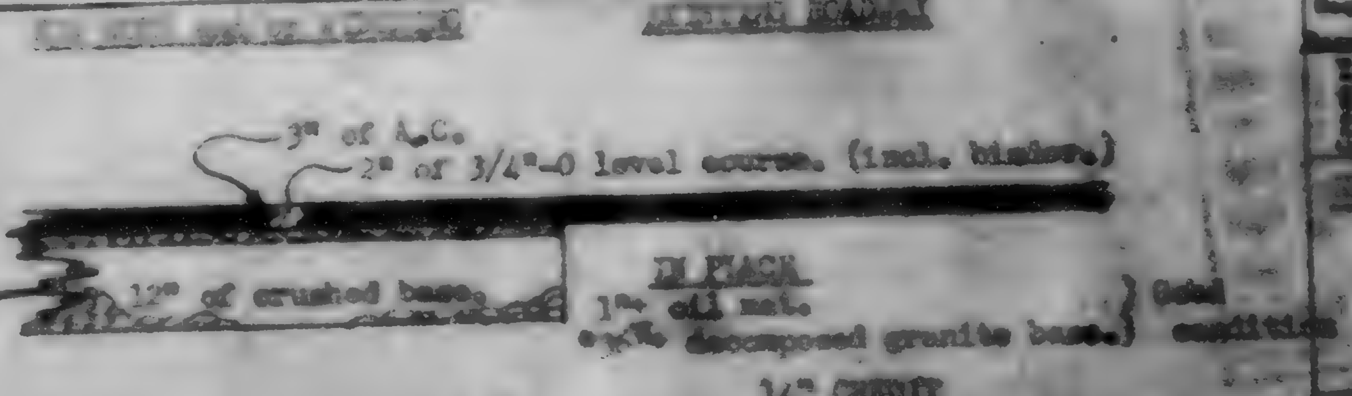
COUNTY & CITY RELATIONS

TYPICAL SECTIONS Traffic Classif. - [illegible] ([illegible] AREA)



(1)
Typical Soil
42 LL
23 PI
72 % P200
(No reduction)
2 % Gravel
4 % Course Sand
22 % Fine Sand
38 % Silt
34 % Clay
20 "R" Value (Corrected)
AASHO Classif. - A-7-6 (15)

(1)
Silty Clay

The course crushed base has been increased 25% due to the high LL and PI of the typical soil.

NOTE:
SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS COMPLETED AT THE REQUEST OF E.C.AYERS, COUNTY-CITY.

Required Base & Surf. Crushed	Required Base & Surf. Non Crushed	Designed Base & Surf. Asbes. Surf. Miles.	Designed Base & Surf. Non Crush	
[illegible]				
			3 2 12	AC Level Cr Base
17			17	
OVER EXISTING ROADWAY				
		14	3	AC
17			17	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	[illegible]	R Value [illegible]	LL	PI	To be used for.
Suitable material source to be determined by the Engineer. PAVING TYPE - CITY PREFERENCE.											
*Test of existing base	602741	2.66	Decomposed Granite	1/2"	95.6	47.2	15.3	77	22	0	

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. W. [illegible]
Soils Assistant

Recommended by [illegible]
Asst Construction Engineer

Recommended by G. W. [illegible]
Engineer [illegible]

Approved by [illegible]
Deputy State Highway Engineer

RESOLUTION

6-22-62

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Central Point is an incorporated city of the State of Oregon and has a population of 2500 as given by the latest official census; and

WHEREAS, the following streets of said city, West Pine between Haskell and Highway 99 (Front St.) has an excessive amount of Traffic - also We would like a Traffic signal installed at the S.P. R.R. crossing - This is a blind Crossing and is very dangerous for school busses and all other traffic. are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

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JUN 27 1962
ENGINEER
COUNTY & CITY RELATIONS

cc-50 (1959 Rev.)

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Central Point does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Lyle Paull as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 22nd day of June, 1962

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

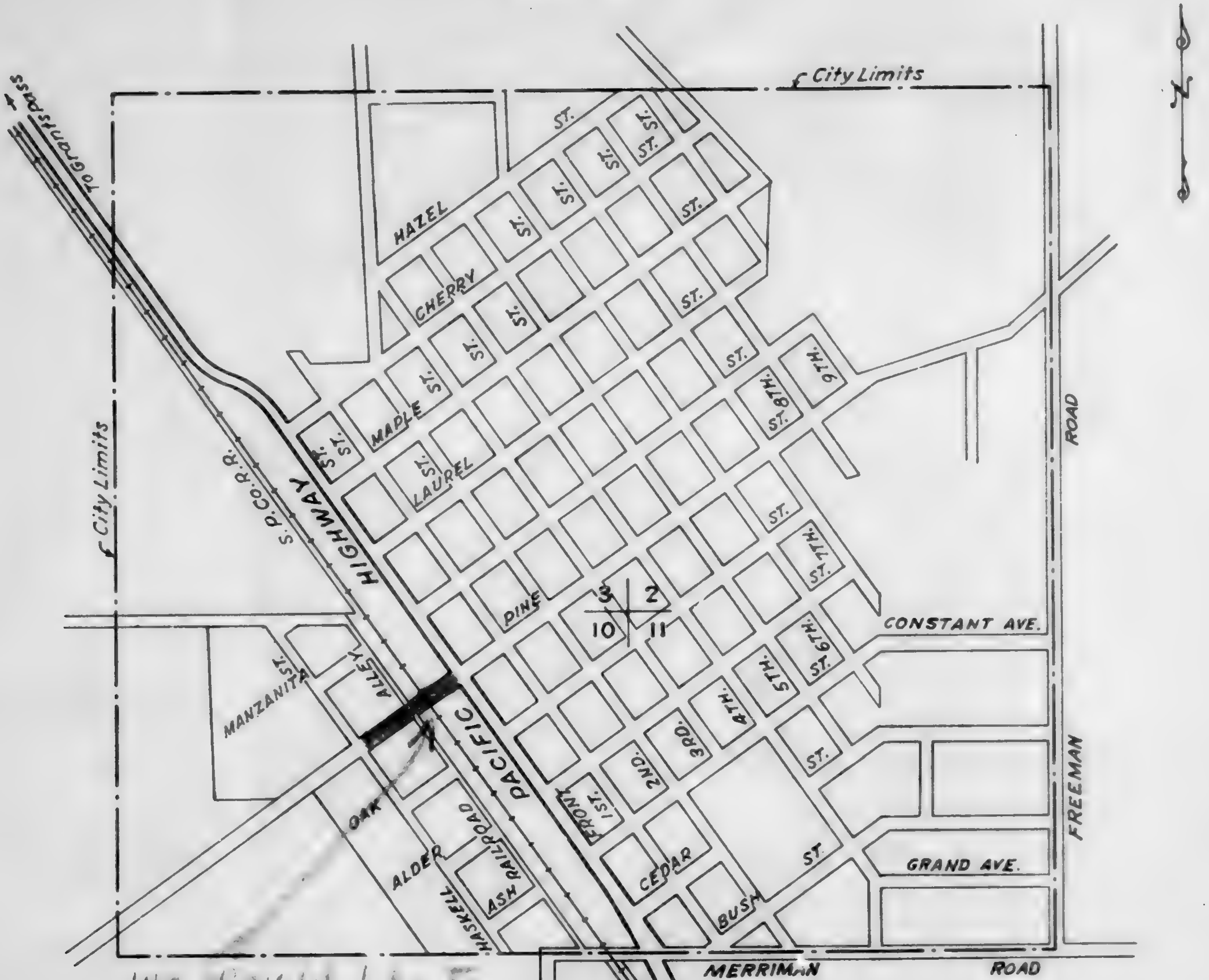
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Central Point at a regular or special meeting of said Council, held on the 22nd day of June, 1962, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 22nd day of June, 1962

Lyle Paull
City Recorder

CENTRAL POINT

Scale 1"=800'



We would like to
have Traffic Signal
installed here.

Rev. 8-24-'49
Rev. 8-5-'46 6.

August 3, 1960

Legal

Transportation

JAMES E. SINGLETON, Director of Transportation

This is in response to your inquiry of March 22, 1960, as to whether certain minor changes in a railroad grade crossing made by the State Highway Commission would amount to an alteration so as to require the filing of a petition with the Public Utility Commissioner under the provisions of ORS 763.080.

The changes contemplated, as outlined in your memorandum, are:

1. The replacing of gravel surface with an asphaltic concrete mat of the same road width;
2. Replace the existing oiled or asphaltic macadam surface with an asphaltic concrete surface of slightly greater width;
3. Will involve a raise in grade on the approaches to the track;
4. And the replacing of an asphaltic concrete surface of a slightly greater width than is now existent.

In some instances additional signs will be installed and existing railroad crossing signs will be removed or replaced.

ORS 763.080 requires that a petition be filed by any railroad company or federal, state, county, city or town authority, with the Public Utility Commissioner for permission to undertake any activity authorized by ORS 763.010 to 763.100.

ORS 763.030 deals with the Commissioner's jurisdiction of railroad crossing alterations. It reads as follows:

> "(1) The commissioner may also, after a hearing upon a petition filed by the public authority in interest, eliminate a way when, in his opinion, the public safety, public convenience and general welfare require such alteration or change.
>
> "(2) The commissioner may also, after a hearing:
>
> "(a) Alter or abolish any grade crossing or change the location of such crossing when, in his opinion, the public safety, public convenience and the general welfare require such alteration, abolition or change, or require a separation of grades at any such crossing; and
>
> "(b) Prescribe the terms upon which such separation, alteration or change shall be made."

In answering your inquiries we must determine the meaning of the words "alter or change" as used in ORS 763.030.

39 CJS (Highways § 96) p. 1032 states:

> "Unless restricted by the language of the pertinent statute, the terms "change" or "alteration" are broad enough to include a widening or narrowing and the straightening of a crooked highway. However, the mere leveling, change of grade, or repair of an existing highway, or a diversion of traffic therefrom to other existing roads, is not an alteration thereof." (Emphasis supplied).

In the early case of Bigelow vs. Worcester (1897) 169 Mass. 390, 48 NE 1, the word "alter" as distinguished from "repair" was interpreted as used in their code. Notice was required to be given to abutting landholders when a roadway was altered but not when it was repaired. A bridge was substituted for an existing causeway and in holding that the change was a repair and not an alteration the court said:

> "The mere change of grade in an existing way, or change in the material of which the way is constructed, is not an alteration of the way, within the meaning of this chapter. A technical alteration is a substitution of one way for another (Cases cited). The work to be done under the order before us is not a technical alteration of the highway, but specific repairs of the way."

Similar holdings may be found in Callender vs. Marsh, (1823) 18 Mass. Rep. 417, and Weber vs. Ritchie (1939) 98 Utah 272, 96 P2d 744, this latter case holding,

> "...the dominant idea behind the expression 'change or alteration of location' of a highway is its removal in part or in whole from one place to another----a change in its course. Widening it, or elevating or lowering it, is not such a change or alteration; nor is the diversion of traffic from it to other existing roads within the contemplation of that expression."

In Hobart vs. Wagner, (1943) 191 Okla. 689, 132 P2d 926, a workman was injured while installing a traffic flow signal. In denying relief on his claim for benefits under workmen's compensation, the court held that the installation of the signal was not an alteration:

> "A traffic signal or sign such as the one in question, attached to the highway or street, is no part of the highway or street as such and does not, therefore, constitute an improvement or repair thereof. It is not attached to the street or highway for the purpose of providing passage thereon, but for the sole purpose of directing traffic. The contention of the respondent that he was engaged in 'construction or engineering work' is untenable and the determination of the Delaware Commission that he was engaged in repair or alteration of the street of Hobart was erroneous."

The paving, widening and change of grade contemplated are not alterations or changes as interpreted in the cited authorities. The replacement of signs is not an alteration as set forth in the Hobart case. Therefore, you are advised that it is not necessary for the Oregon State Highway Department to petition the Public Utility Commissioner as stated in ORS 763.080 when such repairs are undertaken, because they do not amount to an alteration or change of the grade crossing as contemplated in ORS 767.030.

Very truly yours,

LLOYD G. HAMMEL,
Assistant Attorney General
Chief Counsel, PUC

By____________________
JOHN F. WEISSER
Of Counsel

JFW:al

2-1058 Bowers Slough Sec., Albany- 1963
Corvallis Hwy. (Grad., Pav. &
#6271 Struct.)

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FOR FILI

6271

November 2, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On September 8, 1964, we wrote to you concerning release of final payment on contract #6271, awarded to Morse Bros. Inc., for grading-paving-structure on the Bowers Slough Section of the Albany-Corvallis Highway in Benton County.

Final payment on this contract is $6,733.50 and the total contract amount is $201,920.82, including $1,864.79 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Bros. Inc.,
P. O. Box 266
Lebanon, Oregon

cc: C. H. Maison
Attn.: John Herr

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 1036-A
WEEK ENDING: Sept. 25, 1964
SECTION: Bowers Slough
SECTION PREFIX: 2-1058
HIGHWAY: Albany-Corvallis
COUNTY: Benton

NAME OF JOB: Bowers Slough
KIND OF WORK: Grading, Paving, and Structure
CONTRACTOR: Morse Bros., Inc.
CONTRACT NUMBER: 6271
FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: June 10, 1963
DATE WORK STARTED: June 8, 1963
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS: 90
WORK DAYS USED: 89
PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 232,513.88
ENGINEERING AUTHORIZATION: $ 16,534.32
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 215,979.56
ENGINEERING COST TO DATE: $ 20,100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 204,951.11
PERCENT OF AUTHORIZATION: 122 %
ESTIMATED PERCENT: UNDERRUN -5.1 %
DATE PROJECT WAS COMPLETED: Aug. 4, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.41	1.41			1.41
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.41	1.41			1.41
TOTAL ESTIMATED QUANTITIES (CONTRACT)	84,000 cy	31,200 t		-	5,350 t
TOTAL QUANTITIES CORRECTED TO DATE	85,024	31,724			5,986
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	85,024	31,724			5,986
AVERAGE DAILY QUANTITIES	1,900	1,000			650
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: power graders ____ Rollers ___ Bulldozers______ Scrapers ___

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	cldy		
TUESDAY	fair		
WEDNESDAY	"		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

NOTED
JOHN R. UNRUS

CONSTRUCTION DIVISION
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SEP 28 1964

W E

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work by contractor.

Semi-final estimate submitted to Division Office on Tuesday.

PROJECT COMPLETED

FINAL REPORT

SIGNED

ADDRESS 3400 Spicer Road, Albany

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY [illegible] WEEK EARLY ENOUGH TO [illegible] OFFICE [illegible]

RECEIVED
SEP 8 - 1964

FOR FILING
[illegible]
6271

September 4, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 4 on Contract No. 6271. The contract was with Morse Bros., Inc. and was for grading, paving, and structure on the Bowers Slough Section of the Albany-Corvallis Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 4, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

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APR 29 1964

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6271

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1963

SUBJECT: Bowers Slough Section
Albany-Corvallis Highway
Benton County

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

At the Highway Commission meeting held in Newport on November 1, 1962, the Commission made a public commitment that it would undertake an improvement project on the Bowers Slough Section between Corvallis and Albany during the 1963 working season. The Bowers Slough Section is about a mile in length and is through open and comparatively easy country. To me, it is the type of project that should be located directly on the ground without the "fuss and feathers" of elaborate preliminary surveys and without the necessity of tying it to the Oregon Coordinate System.

Somewhere along the line I have apparently failed to get the word across to the Construction Department of what is required. A cursory examination of the weekly reports indicates that during the week ending November 9 work on the section was started and has been carried on continuously since on a part-time basis. Nearly every weekly report indicates that some work was done on the project but it is quite evident that no effort has been made to push this work through to completion. The last weekly report readily available, dated February 1, indicates that 127 man days have been used on the project and an expenditure of $3,205 has been incurred. The Resident Engineer indicates that the survey will cost about $4,500 when completed.

Will you please arrange for a meeting with Mr. Morgan, yourself, and myself to discuss this matter so that things of this kind can be handled with some efficiency and dispatch in the future.

R. L. Porter
R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper

NOTED
LLOYD P. SHAW

Porter feels monthly check list on surveys may be adequate to avoid above trouble. List 1st week March has been received. Shaw 3-19

RECEIVED
JUN 25 1963

FOR FILING

FORM E-123X 50M 3 63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6211

June 13, 1963

4625th Support Squadron (SAGE)
U. S. Air Force
Adair Air Force Station
Corvallis, Oregon

Attention: Wallace P. Cullen
Major, U.S.A.F.
Staff Civil Engineer

RE: Letter 4625 S.I.D.C.
Power Line Adjustment
Bowers Slough Section
Albany-Corvallis Highway
Benton County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State. You are hereby authorized to proceed with the work as of June 11, 1963.

Reimbursement for the work performed subsequent to June 11, 1963 in the amount of $458.51 will be made in accordance with paragraph 7-c(3) of PPM 30-4 upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc Lloyd Shaw
A. W. Parsons
L. H. Young
C. H. Maison
R. D. Asburry
H. N. Hoover
H. C. Johnson
F. W. Sugnet

NOTED
LLOYD P. SHAW

RECEIVED
JUN 1[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X---50M---10-62 #6823

RECEIVED
JUN 25 1963

FOR FILING
2-1058

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1963

SUBJECT: Bowers Slough Section
Albany-Corvallis Highway
Benton County
Contract No. 6271

To: Mr. T. W. Litchfield
Utilities Liaison Engineer

BUILDING

A pre-construction meeting was held at the project site on June 12, 1963.

In attendance were the following:

Lt. Dutton, Sgt. E. D. Badger and Mr. Harold Burchell representing the U. S. Air Force.

Messrs. Walter Higham, Pat Cox and J. Webster of Pacific Northwest Bell Telephone Company.

Messrs. Luther Branch and Bob Golden, representing the Northwest Natural Gas Company.

Mr. George Buckley, representing the Pacific Power and Light Company.

Mr. D. F. McKenzie and Mr. S. L. McKenzie, subcontractors on the grading of the project.

Mr. H. C. Johnson, DMS, District 2C, Mr. H. N. Hoover, Resident Engineer, and Mr. F. W. Sugnet of the State Highway Department.

Sgt. Badger of the Air Force informed us that the adjustment of the Air Force power line would be completed on the 14th of June, 1963.

Mr. Luther Branch of the Northwest Natural Gas Company stated that the adjustment of their conflicts had already been completed.

NOTED
LLOYD P. SHAW

Mr. George Buckley of the Pacific Power and Light Company informed us that the power line adjustment could be started at any time, and would be done in the near future.

Mr. Walter Higham of the Pacific Northwest Bell Telephone Company informed us that the telephone line adjustment could not be started before August 15, 1963.

This was in accordance with information previously given to me during a field inspection of the project on April 24, 1963. At this time Mr. Higham informed me that it would require 13 to 15 weeks to obtain the cable for the adjustment of the line.

This information was given to Mr. D. J. Barbee, Assistant Construction Engineer, Mr. G. W. Wimer, Assistant Division Engineer-Division II, and the specification writing office on this date, when I returned to the office.

Several different methods of making temporary adjustment of the line were discussed. No decision on the adjustment was made.

Mr. Hoover suggested that he would try to redesign the detour so that this conflict could be lived with until the cable was adjusted.

A meeting with the contractor, utility and the State has been arranged for June 17, 1963, in the Division II office, at 9:00 A.M.

F. W. Sugnet
F. W. Sugnet
Assistant Utilities Liaison Engineer

FWS:bjh

cc: L. P. Shaw ✓
F. D. Morgan
L. H. Young
R. D. Asburry
H. N. Hoover

JUN 1 [illegible] 1963

RECEIVED
JUN 11 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6271

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
C. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Morse Bros.
P. O. Box 266
Lebanon, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963 awarded to you State Highway Contract No. 6271 for the following project:

Grade, pave and structure on Bowers Slough
section of the Albany-Corvallis Highway in
Benton County

This award was based on your low bid of $203,029.00 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
APR 11 1963
FOR FILING

2-1050

-6271

3 k-1
3 k-2
3 k-3
3 k-4
3 k-7

March 25, 1963

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 14, 1963 adopted surveys concerning improvement on the following sections of highways:

Bowers Slough Section of Albany-Corvallis Highway, Benton County

Alsea Mountain Section of Alsea Highway, Benton County

Corvallis-Orleans Section of Corvallis-Lebanon Highway, Linn and Benton Counties.

For your information we have attached sketch maps showing the routes of the new sections and a copy of the Commission's resolution adopting "Survey Resolution No. 267".

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encl.

NOTED
FLOYD QUERY

RECEIVED
MAR 8 - 1963
FOR FILING
2102
6371

March 7, 1963

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Bowers Slough Section of the Albany-Corvallis Highway. A public hearing on this section is not required.

The length of this section is 1.47 miles and the estimated cost of construction is $300,000. Enclosed is a map for your information.

I recommend your approval of the survey and authority to purchase the necessary right of way.

This matter will be on the agenda for your consideration at the March 14 meeting.

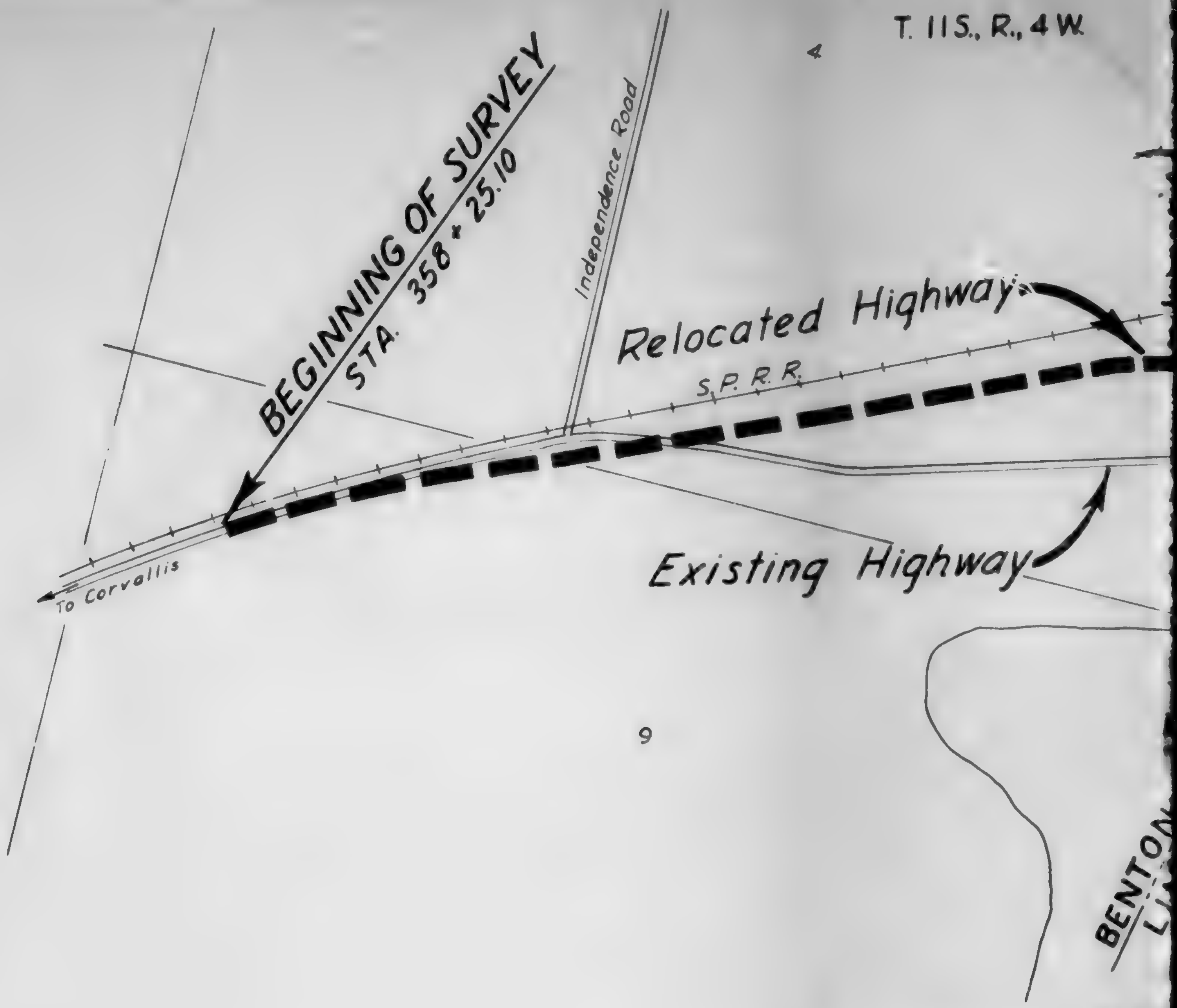
Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison

DJB:jd bbc

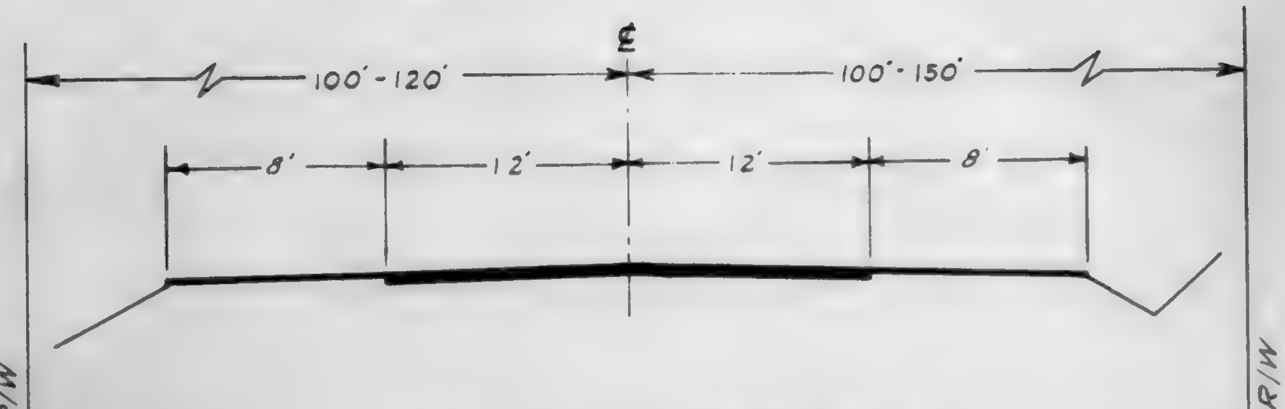


APP

DEPUTY STATE HIG
Date : _ _ _ MA

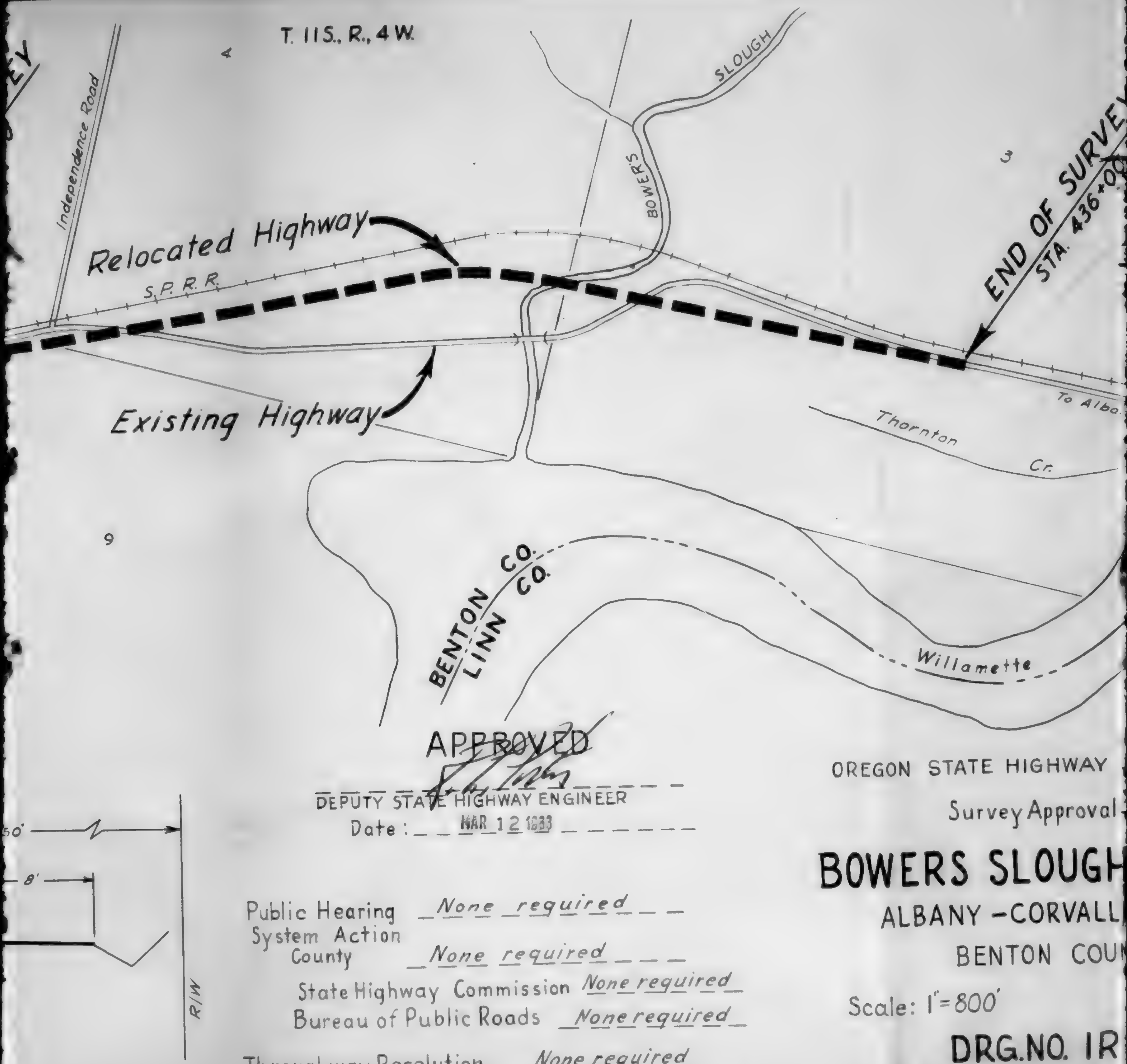
Public Hearing _Non
System Action
County _None
State Highway Co
Bureau of Public

Throughway Resolutio
Access Control



TYPICAL SECTION

1 47 Mi.



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date: MAR 12 1963

Public Hearing *None required*

System Action

County *None required*

State Highway Commission *None required*

Bureau of Public Roads *None required*

Throughway Resolution *None required*

Access Control *Limited*

OREGON STATE HIGHWAY

Survey Approval

BOWERS SLOUGH

ALBANY - CORVALL

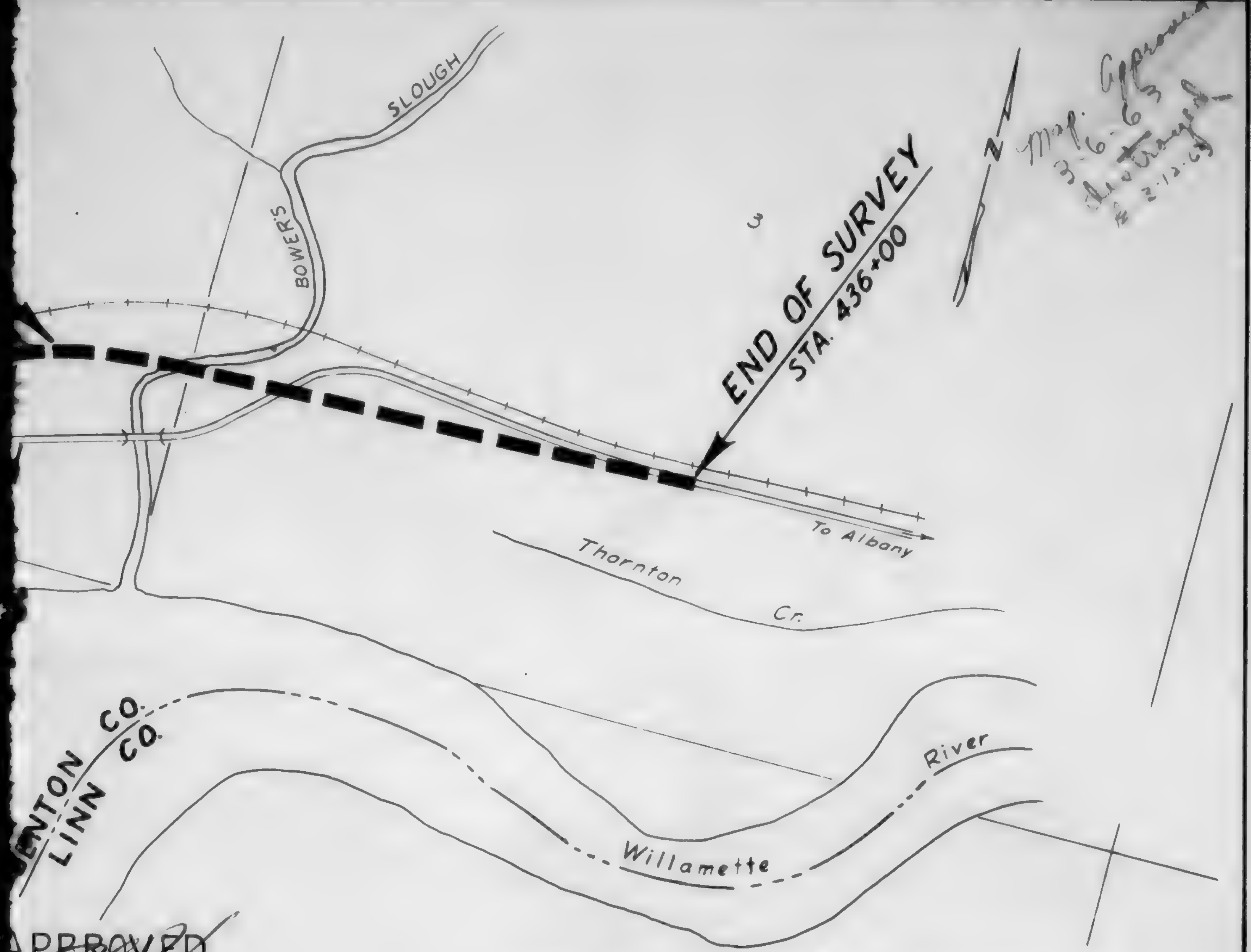
BENTON COUN

Scale: 1"=800'

DRG.NO. 1R

For details see Drg. No.

1R-5-1647



Map Approved 3-6-63
Abstracted 3·12·63

APPROVED

E HIGHWAY ENGINEER

MAR 12 1963

None required

None required

Commission None required

lic Roads None required

tion None required

Limited

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

BOWERS SLOUGH SECTION

ALBANY – CORVALLIS HIGHWAY

BENTON COUNTY

Scale: 1" = 800'　　Feb., 1963

DRG. NO. 1R-5-1647

For details see Drg. No.

9

RECEIVED
MAR 1 1963

FOR FILING
[illegible]

6391

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February [illegible], 1963

SUBJECT: Bowers Slough Section
Albany-Corvallis Highway

To:

Mr. Ray [illegible]
Division Engineer
BUILDING

The present and proposed structures drain [illegible] square miles. However, about eight square miles of this area must drain through a swamp of almost 1.5 square mile which has outlets not only to the site in question but also an overflow outlet in the opposite direction to another slough. The elevation of this swamp is estimated to be between [illegible] and [illegible] feet, so there is little likelihood of Willamette River water flowing through the swamp and into Bowers Slough. The effect of the swamp would be to reduce the peak discharge from the eight square miles above it so that instead of a peak discharge of [illegible] cfs at the proposed crossing site, the discharge will be more nearly what one would expect from [illegible] square miles or [illegible] cfs. I have used a design discharge of 3500 cfs.

The operation of the proposed structures will be affected by backwater from the Willamette River. The 50-year flood on the river is expected to reach an elevation of [illegible], which will inundate about 0.[illegible] square mile upstream from the highway crossing. With a rate of fall of 0.3 feet per hour in the river, the runout from this inundated area would be about 1900 cfs.

The peak discharge from Bowers Slough would probably occur on the rising side of the Willamette River hydrograph and the maximum runout would occur some time later, so the maximum required capacity for the proposed structure is 3500 cfs.

Because of the possibility of the proposed two-lane construction being eventually extended to four-lane, some consideration was given to handling the discharge with culverts which could be extended at considerably less cost than the construction of a second bridge.

A 150 feet bridge over a [illegible] feet channel was used in order to be able to use a narrower structure. Velocities through this structure would vary from 7 fps for no Willamette backwater to 2 fps for 1[illegible] feet of Willamette backwater. The backwater created by this bridge would be negligible at the more probable higher stages.

NOTED
P. M. STEPHENSON

It would not be necessary to construct the channel change in the location shown on the vicinity map, though I understand that the excavation from the channel was used to make the job balance without resorting to borrow. The structure could be located at Station 407 with the approach channel being improved to the extent of removing the adjacent loop.

By comparison, a double 14 x 14 RCBC or a double 216-inch CMP installation would each require about 1.7 feet of head differential flowing full, the outlet velocities being 9 fps for the box installation and 7 fps for the pipe installation. Either of these would be reasonable, it being unlikely that the peak discharge would occur when the tailwater was near elevation 207.

Riprap should be used with any of the proposed structures. For the bridge it should extend from three feet below the channel bottom to 12 feet above the bottom in the vicinity of the bridge ends. The box and pipe culverts would require riprap on the fill slopes for one diameter in each direction from the culvert and on the channel bottom for 50 feet upstream and downstream from the ends of the culvert.

By my estimates, the comparative costs of these structures are as follows (including additional fill and paving for the culverts and 20 per cent engineering and contingencies for all three):

Structure	Two-lane	Four-lane
Bridge 150' x 30'	$59,400	$119,300
Double 14 x 14 RCBC	$56,000	$68,600
Double 216" CMP, 10 gage	$49,400	$58,500

Since the two-lane costs are pretty close together, I would favor using the bridge because of its higher factor of safety, unless widening to four lanes is likely in the near future.

John C. Jenkins

JCJ:bbc

cc: P. M. Stephenson
I. D. Merchant
F. D. Morgan

RECEIVED
FEB 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1963

FOR FILING

2-1058

6271

Salem, Oregon
February 15, 1963

Bowers Slough Section
Albany-Corvallis Highway
Benton County

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

At the Highway Commission meeting held in Newport on November 1, 1962, the Commission made a public commitment that it would undertake an improvement project on the Bowers Slough Section between Corvallis and Albany during the 1963 working season. The Bowers Slough Section is about a mile in length and is through open and comparatively easy country. To me, it is the type of project that should be located directly on the ground without the "fuss and feathers" of elaborate preliminary surveys and without the necessity of tying it to the Oregon Coordinate System.

Somewhere along the line I have apparently failed to get the word across to the Construction Department of what is required. A cursory examination of the weekly reports indicates that during the week ending November 9 work on the section was started and has been carried on continuously since on a part-time basis. Nearly every weekly report indicates that some work was done on the project but it is quite evident that no effort has been made to push this work through to completion. The last weekly report readily available, dated February 1, indicates that 127 man days have been used on the project and an expenditure of $3,205 has been incurred. The Resident Engineer indicates that the survey will cost about $4,500 when completed.

Will you please arrange for a meeting with Mr. Morgan, yourself, and myself to discuss this matter so that things of this kind can be handled with some efficiency and dispatch in the future.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper

9

RECEIVED
NOV 30 1962

FOR FILING
2-1038
6271

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 28, 1962

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon P.E. Project F-104(State)
Bowers Slough Section of the
Albany-Corvallis Highway

Mr. Morgan's letter of November 15, 1962 furnished a copy of your location prospectus for subject project. A reconnaissance report by Mr. V. D. Wolfe, dated June 26, 1956 was obtained from your reconnaissance section for additional information.

This office concurs in the proposed relocation as set forth in the location prospectus. We hereby approve the prospectus as submitted.

It would be appreciated, in the future, if the reconnaissance report would precede or accompany the location prospectus.

RECEIVED
NOV 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

original To Morgan
11-30-62

RECEIVED
NOV 20 1962
FOR FILING
2-155
27

LOCATION PROSPECTUS
BOWERS SLOUGH SECTION
ALBANY-CORVALLIS HIGHWAY
BENTON COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Albany-Corvallis Highway which is a State Primary Facility on the Federal-aid Primary System. This portion of highway is not on the throughway system. The westerly terminus is at M.P. 6.5 which point is approximately 3.5 miles west of the city of Albany. The easterly terminus is at M.P. 7.3, which point is approximately 2.7 miles west of Albany. The overall length with two connections is 1.1 mile.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on new and revised alignment. There are no towns or airports affected by this project.

The general route roughly parallels the Albany-Yaquina Branch of the Southern Pacific Railroad northerly of the existing facility. Reconnaissance has been made. A routine soils investigation will be made. Special investigations will be conducted on the Bowers Slough Structure to determine type and size. An economic analysis is not needed at this time.

The existing 1961 ADT is 3,950 and the projected 1981 ADT is 7,500. Traffic and alignment warrant a Class "A(4)" highway with maximum grade and curvature of 5 per cent and 5 degrees respectively. Design and determination of four-lane right of way will be done during this suvey, but construction of only two lanes will be done at this time. The typical section will consist of two 12-foot travel lanes with 10-foot shoulders. Shoulders will be paved full width with a minimum of 1-1/2 inches of asphaltic concrete. Deviations from State and Federal standards are not anticipated.

The existing rise and fall and central angle data is 40 feet and 106 degrees respectively. The proposed rise and fall will be less than 50 feet and the central angle will be reduced approximately 70 degrees.

This will be a two-lane highway with direct access to the pavement limited as to location, width and unrestricted as to land use. There are no railroad crossings or interchanges.

A structure will be needed to cross Bowers Slough at approximate M.P. 7.0.

The tentative base design for construction is:

NOTED
FORREST COOPER

Paving	3-1/2" A.C.
Top Course Base	2 " Level
Bottom Course Base	18 " Coarse Base
Total Depth	23-1/2"

(Base design is subject to change upon completion of soils investigation.)

The paving will be done in stage construction with an additional topping of 1-1/2 inches of asphaltic concrete being applied at a later date.

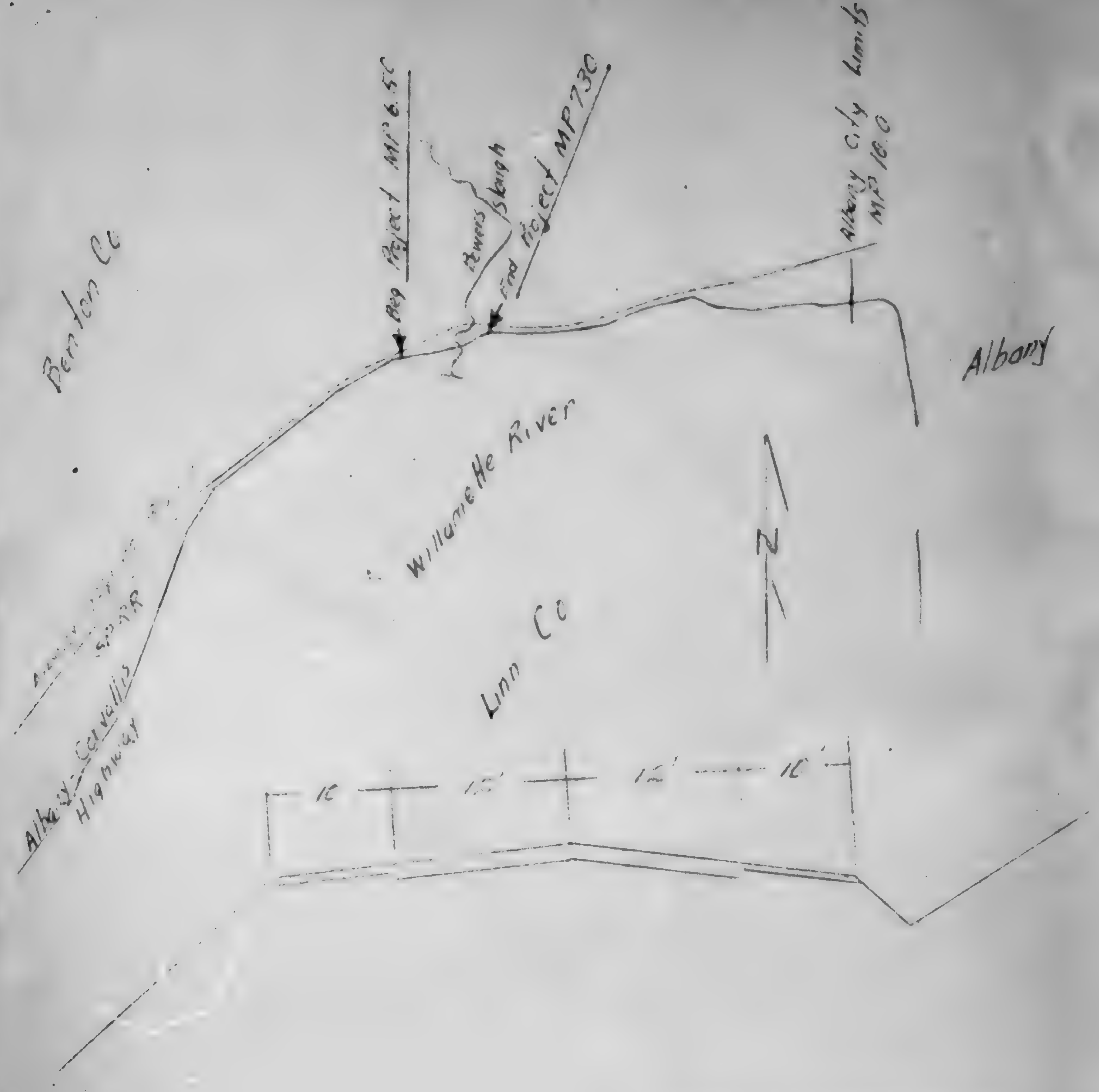
Materials are available from commercial sources along the Willamette River between Corvallis and Albany.

Agreements will not be required with Benton County.

There are no existing State parks or roadside rest areas affected by this project.

November 16, 1962
Attachment
cc: Forrest Cooper ✓
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
NOV 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP
Bowers Slough Section
Albany - Corvallis Highway
Benton Co.

F-53(8) Canby-Aurora Hill Sec., Pacific 1963
Hwy. (Grad., Pav. & Struct.) [redacted]
#6272

C1A 2736
RP. 627

RECEIVED
SEP 18 1967

FOR FILING

F 53(8)

6212

September 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Oregon Project F-53(8), R/W File 34968-
Barger, Canby-Aurora Hill Section
Pacific Highway East

When right-of-way was acquired for this project in Clackamas County, we controlled the access. Right-of-way on this section was acquired under Project F-53(7). This project has been finaled. The project was constructed under Project F-53(8). Construction has been completed.

Attached in triplicate are copies of Sheet 6 of the construction plans for this project. The location of the point of access to be granted is shown on the plans. There will be no change in the right-of-way lines. Also attached in triplicate is an information sheet for the grant.

The proposed grant will provide access to a 500 KV transmission line crossing owned by the Bonneville Power Administration. The BPA proposes to provide a locked gate for this access. Use of the access will be by employees and agents of the BPA in connection with their official duties.

Relinquishment of access control at this location is not contrary to the public interest since the access will serve another public agency. There should be no reimbursement required for the present-day value of this access since the access will serve another public agency.

Attached are three prints of a section of the right-of-way map showing the proposed access point.

Your concurrence in this grant is requested. When approved, please return one signed copy of the information sheet.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring
L. W. Rulien
J. F. Hagemann

DES:nn srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1967

SUBJECT: Indenture of Access
File - R/W 34968 - Barger
" L 4293
Canby-Aurora Hill Section
Pacific East Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a grant of access information form pertaining to a request by the Bonneville Power Administration for an access on the easterly side of the highway 1½ miles south of Canby. The request has been made to provide access to a 500 KV transmission line. The BPA proposes to provide a locked gate which will be used by employees or agents of the Administration in the performance of their official duties.

There is no public road affording highway land service to this power line crossing. The proposed grant of access should not constitute an appreciable additional hazard to the traveling public. No additional right of way or speed change lanes will be required. No specific payment was made for controlling the access.

This matter has been discussed with the Bureau of Public Roads Area Engineer who has no objection to the proposal from an engineering standpoint. This matter involves a new access and, therefore, will require review beyond the local BPR office. Attached is a rough draft of a letter to the BPR requesting their concurrence. Copies of the access information form, construction plans and right of way map prints also are attached for submission to the BPR.

Copies of an easement and the information form have been forwarded to the Right of Way Section so they may prepare the legal documents. The filing fee and the requirement concerning reimbursement for present-day value should both be waived since this request concerns a public agency.

It is recommended that the grant be approved.

F. D. Morgan,
Construction Engineer

By
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: D. H. Moehring
L. W. Rulien
J. F. Hagemann

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 11 1967

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1967

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Marilyn Kruse vs. Warren
Northwest, Inc.
File L-4538
Contract No. 6272
Canby-Aurora Hill Section
Pacific Highway East

Building

Pursuant to our recent conversation, I am attaching hereto a copy of the Supreme Court's decision in the above-captioned case.

In addition to Warren Northwest, our contractor on the above project, Lowell A. Johnston, our Resident Engineer, was also listed as a defendant. As you can gather from the proceeding, the main complaint involved the defendant's failure to post proper warning signs and signals where the reconstructed highway funneled south-bound traffic from four lanes into the two-lane Mollala Bridge and then back to four lanes. For your information, the complaint prays for the sum of $250,000 in damages.

While I have not fully investigated the facts as to what arrangement for signing our Resident had with the contractor, it appears that the Standard Specifications were somehow modified and our personnel rather than the contractor actually did the signing.

The trial court in Multnomah County dismissed the case on the basis that the plaintiff was guilty of contributory negligence as a matter of law, and therefore entered an involuntary nonsuit against plaintiff which released all the defendants.

NOTED
F. B. KLABOE

The plaintiff appealed to the Supreme Court. The Supreme Court affirmed the involuntary nonsuit against Warren Northwest, which, in essence, dismissed the case as to Warren Northwest on the basis that there was no duty owed by the contractor with respect to signing, but reversed the trial court with respect to the involuntary nonsuit against our Resident Engineer and the remaining defendant, Donald L. Conner. The Supreme Court stated that the question of Johnston's

Copy w/note to Morgan 1-11-67.

I believe this should be carefully studied before you proceed with new specs.

FBK

negligence, if any as to whether the area was properly signed, as well as the negligence of Mr. Conner who operated the other vehicle involved, should have gone to the jury. A new trial will be held against Johnston and Conner only.

You will recall our conversation concerning whether or not provision 7-30 of our present Standard Specifications should be somewhat modified to place the signing in construction areas on the contractor rather than the Resident Engineer. Our present Specifications specifically provide that the determination of the adequacy of signs shall lie with the Engineer and his decision shall be final. This provision certainly leaves the contractors almost scot-free in this type of litigation.

The contract involved in this case was awarded under our 1954 Specifications. Under section 1.7.9 of these Specifications most of the signing responsibility was on the contractor, so it appears there must have been some arrangement between the contractor and our Resident at this location in order for the court to relieve the contractor.

I deeply appreciate our great duty to the general public to see that construction areas are adequately signed and that if they are not properly signed, we are the one who receives the complaints from the public. However, it should be mentioned that if our insurance carrier is required to pay substantial judgment on behalf of our employees for work that should be done by a contractor, our insurance rates are going to be astronomical.

In a sense perhaps we are already paying these if the contractor who bears the liability adds his increased insurance rates onto his bid. Sooner or later, of course, the contractor may reach a point where he cannot obtain insurance at a price within his ability to write it off in his bid.

I believe, however, there are certain contractors that have made extreme efforts in the safety field to reduce their insurance costs. If so, these bidders would probably be able to give us lower bids for the same job, thereby relieving our employees and the Department the constant risk of litigation.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
cc: F. B. Klaboe
Alan H. Johansen
G. E. Rohde

RECEIVED
JUN 8 - 1966
FOR FILING

6272

June 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Canby-Aurora Hill Section
Project F-53(8)
Canby-Aurora Section
Project F-53(7)

Dear Sir:

We are sending five copies of revised as constructed plan sheets Nos. 3, 4, 5 and 7, and two copies of revised right of way plan sheets Nos. 2, 3, 4 and 6 for the above-mentioned projects.

Involved in this submission is the showing of access points on the right of way plans to agree with the approaches as constructed and granted in the final settlement. Approval for the change in location of access points from Sta. 641+65 to Sta. 642+75, Sta. 654+15 to Sta. 654+75 and a point of access at Sta. 537+30 was previously given by your office.

Also involved in this submission is a change in right of way width left of Sta. 652+60 to 658+00. Right of way file 34909 was acquired from Albert C. Workman in May, 1963, with the consideration to be an exchange of property no longer needed for right of way due to new construction. This area being relinquished in the exchange is that portion outside a line 80 feet left of Sta. 652+60 to 658+00, and was acquired with State funds. The area acquired for right of way under file 34909 and the area to be used for exchange were each appraised at $700.00. Right of way plans for project F-53(7) show this area outside of the right of way and access control lines; however, Sheet No. 7 of the original construction plans on project F-53(8) show this area as right of way.

Relinquishment of old highway right of way is covered in paragraph 6 of PPM 21-4.1.

Mr. A. W. Parsons
June 3, 1966
- 2 -

Construction of this project is complete. The right of way project will be finaled in the very near future. Submission of these plan sheets is to inform you of our change in right of way width and obtain your approval. It is also requested that one copy of the right of way plans be returned approved for our files. Included in this submission is a copy of the pending deed with the description of the area to be traded.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J.A.A.

L. H. Young
Office Engineer

CL:er
cc: D. H. Moehring

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AUG 20 1965

STATE COPY

Monthly transaction number
FOR 8-110

Project report number
13

FOR R-2A
(5-3)

U.S. DEPARTMENT OF COMME
BUREAU OF PUBLIC ROA

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

: Oregon

County Clackamas

Project number F-53(8)

6272

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 18, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 747,812.20
Revised Federal funds	$ 460,424.86
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By WB Klaboe

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

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FOR FILING 22

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FOR -2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Clackamas
		PROJECT NO. F-53(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99E. Canby South 2.5 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	2.538
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 694,452.00	$ 436,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L. R. Backlund

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal-Aid
Project No. F-53(8)

CANBY-AURORA HILL SECTION OF THE
PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19, 1963

Type Code 6201
Roadway (Sta. 524+23 to Sta. 658+18.30) (Contract 6272)

Clearing and Grubbing	All	Req.		$ 18,112.00
Drainage Excavation Unclassified	5,060	cu.yd.	$ 2.00	10,120.00
Special Borrow Excavation Unclassified	51,200	cu.yd.	0.68	34,816.00
General Excavation Unclassified	46,400	cu.yd.	0.58	26,912.00
Embankment Foundation Excavation Unclassified	7,300	cu.yd.	0.90	6,570.00
Short Overhaul	131,000	yd.sta.	0.01	1,310.00
Long Overhaul	2,600	C-yd.sta.	0.40	1,040.00
Finishing Roadbed & Slopes	2.43	miles	800.00	1,944.00
Rounding Cutbanks	1,900	lin.ft.	0.20	380.00
12-inch Concrete Pipe	26	lin.ft.	1.95	50.70
18-inch Concrete Pipe	110	lin.ft.	3.08	338.80
12-inch Culvert Pipe	1,370	lin.ft.	1.95	2,671.50
18-inch Culvert Pipe	160	lin.ft.	3.07	491.20
24-inch Culvert Pipe	240	lin.ft.	4.43	1,063.20
36-inch Culvert Pipe	270	lin.ft.	9.65	2,605.50
42-inch Culvert Pipe	140	lin.ft.	11.80	1,652.00
12-inch Corrugated Metal Pipe	30	lin.ft.	2.39	71.70
18-inch Corrugated Steel Pipe, Protected Invert	100	lin.ft.	4.00	400.00
8-inch Sewer Pipe	500	lin.ft.	1.16	580.00
12-inch Sewer Pipe	1,860	lin.ft.	1.92	3,571.20
18-inch Sewer Pipe	770	lin.ft.	3.31	2,548.70
21-inch Sewer Pipe	2,600	lin.ft.	4.12	10,712.00
Extra for Pipe Under Pavement	810	lin.ft.	0.90	729.00
10-inch Drain Tile	570	lin.ft.	1.00	570.00
6-inch Perforated Drain Pipe	340	lin.ft.	1.11	377.40
Special Backfill in Drains	46	cu.yd.	3.00	138.00
18-inch Culvert End Sections	4	only	30.00	120.00
24-inch Culvert End Sections	2	only	45.00	90.00
36-inch Culvert End Sections	4	only	100.00	400.00
42-inch Culvert End Sections	2	only	160.00	320.00
Concrete Inlets Type D	11	only	95.00	1,045.00

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2 1963

FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 22	FOR -2 (REV. .61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Clackamas
		PROJECT NO. F-53(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99E. Canby South 2.5 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	2.538
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 694,452.00	$ 436,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L. R. Backlund

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

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1963

Oregon State Highway Department

Federal-Aid
Project No. F-53(8)

CANBY-AURORA HILL SECTION OF THE PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19, 1963

Type Code 6201
Roadway (Sta. 524+23 to Sta. 658+18.30) (Contract 6272)

Clearing and Grubbing	All Req.			$ 18,112.00
Drainage Excavation Unclassified	5,060	cu.yd.	$ 2.00	10,120.00
Special Borrow Excavation Unclassified	51,200	cu.yd.	0.68	34,816.00
General Excavation Unclassified	46,400	cu.yd.	0.58	26,912.00
Embankment Foundation Excavation Unclassified	7,300	cu.yd.	0.90	6,570.00
Short Overhaul	131,000	yd.sta.	0.01	1,310.00
Long Overhaul	2,600	C-yd.sta.	0.40	1,040.00
Finishing Roadbed & Slopes	2.43	miles	800.00	1,944.00
Rounding Cutbanks	1,900	lin.ft.	0.20	380.00
12-inch Concrete Pipe	26	lin.ft.	1.95	50.70
18-inch Concrete Pipe	110	lin.ft.	3.08	338.80
12-inch Culvert Pipe	1,370	lin.ft.	1.95	2,671.50
18-inch Culvert Pipe	160	lin.ft.	3.07	491.20
24-inch Culvert Pipe	240	lin.ft.	4.43	1,063.20
36-inch Culvert Pipe	270	lin.ft.	9.65	2,605.50
42-inch Culvert Pipe	140	lin.ft.	11.80	1,652.00
12-inch Corrugated Metal Pipe	30	lin.ft.	2.39	71.70
18-inch Corrugated Steel Pipe, Protected Invert	200	lin.ft.	4.00	400.00
8-inch Sewer Pipe	500	lin.ft.	1.16	580.00
12-inch Sewer Pipe	1,860	lin.ft.	1.92	3,571.20
18-inch Sewer Pipe	770	lin.ft.	3.31	2,548.70
21-inch Sewer Pipe	2,600	lin.ft.	4.12	10,712.00
Extra for Pipe Under Pavement	810	lin.ft.	0.90	729.00
10-inch Drain Tile	570	lin.ft.	1.00	570.00
6-inch Perforated Drain Pipe	340	lin.ft.	1.11	377.40
Special Backfill in Drains	46	cu.yd.	3.00	138.00
18-inch Culvert End Sections	4	only	30.00	120.00
24-inch Culvert End Sections	2	only	45.00	90.00
36-inch Culvert End Sections	4	only	100.00	400.00
42-inch Culvert End Sections	2	only	160.00	320.00
Concrete Inlets Type D	11	only	95.00	1,045.00

Concrete Inlets, Type G	8	only	$ 75.00	$ 600.00
Concrete Inlets, Type GG	2	only	100.00	200.00
Concrete Manholes	10	only	225.00	2,250.00
Class "A" Concrete in Box Culvert	50	cu.yd.	65.00	3,250.00
Metal Reinforcement in Box Culvert	6,600	lb.	0.14	924.00
Concrete Curbs	80	cu.yd.	40.00	3,200.00
Concrete Driveways	36	cu.yd.	4.50	162.00
Concrete End Pieces	2	only	200.00	400.00
Metal Guard Rail	1,350	lin.ft.	2.32	3,132.00
Rail End Pieces	16	only	4.00	64.00
Guard Rail Blocks	60	only	1.35	81.00
Guide Posts, W-1	80	only	6.25	500.00
Guide Posts, Y-1	70	only	6.75	472.50
Loose Riprap	220	cu.yd.	5.00	1,100.00
Coarse Crushed Material in Base	59,000	tons	2.20	129,800.00
3/4"-0 Material in Base	9,600	tons	2.35	22,560.00
Sprinkling	1,760	M-gal.	2.50	4,400.00
Preparation of Base	2.43	miles	300.00	729.00
3/4"-0 Material in Binder Course	400	cu.yd.	5.00	2,000.00
RC-250 Asphalt	62	tons	45.00	2,790.00
Class "B" Asphaltic Concrete Mixture	20,600	tons	4.60	94,760.00
Class "C" Asphaltic Concrete Mixture	70	tons	9.00	630.00
Extra for Asphaltic Concrete Mixture in Ditches	210	tons	4.00	840.00
Asphalt in Mixture	1,130	tons	28.00	31,640.00
MS-1 Asphalt	9	tons	50.00	450.00
Extra for Paving Approaches	56	only	25.00	1,400.00
Asphaltic Concrete Curbs	880	lin.ft.	0.70	616.00
Seeded and Mulched Areas	8	acres	275.00	2,200.00
Roadway Illumination Complete	All	Req.		1,856.00
				$444,754.40
Flagging (57½% of Contractor's Cost)	All	Req.		$ 5,000.00
Signing (Temporary)	All	Req.		400.00
				$ 5,400.00

Subtotal - - - - -	$450,154.40
10% Engr. & Cont.-	45,014.60
Total - - - - -	$495,169.00

Type Code 2081
Molalla River Bridge (Br. #2061A) (Sta. L 554+84 to Sta. 560+72.42)
(Contract 5272)

Remodel Existing Bridge	All Req.		$ 1,975.00
Shoring, Cribbing, Etc.	All Req.		14,500.00
Structural Excavation	920 cu.yd.	$ 5.00	4,600.00
Structural Excavation Below Elevation Shown	150 cu.yd.	10.00	1,500.00
Furnish 10" BP 42# Steel Piling	120 lin.ft.	4.00	480.00
Drive Steel Piles	4 only	100.00	400.00
Splice Steel Piles	2 only	20.00	40.00
Class "A" Concrete (1200 cu.yd.)	All Req.		75,000.00
Seal Concrete	200 cu.yd.	27.00	5,400.00
Type III (35'-40') Prestressed Beams	12 only	650.00	7,800.00
Type III (50'-55') Prestressed Beams	12 only	870.00	10,440.00
Type IV (55'-60') Prestressed Beams	1 only	1,200.00	1,200.00
Type IV (60'-65') Prestressed Beams	1 only	1,300.00	1,300.00
Type IV (70'-75') Prestressed Beams	1 only	1,425.00	1,425.00
Type IV (75'-80') Prestressed Beams	1 only	1,550.00	1,550.00
Type IV (80'-85') Prestressed Beams	12 only	1,650.00	19,800.00
Metal Reinforcement (263,500 lb.)	All Req.		26,000.00
Metal Parapet Rail	1,181 lin.ft.	6.50	7,676.50
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
	Subtotal - - - - - - - -		$181,166.50
	10% Engr. & Cont. - - - -		18,116.50
	Total - - - - -		$199,283.00

Length of Roadway - - - - - - - - - - 2.426 Miles
Length of 1 Structure - - - - - - - - 0.112 Mile
Total Length - - - - - - - - - - - - 2.538 Miles
Cost of Roadway Per Mile - - - - - - $204,109.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$495,169.00	$311,900.00	$183,269.00
Structure	199,283.00	125,000.00	74,283.00
	$694,452.00	$436,900.00	$257,552.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

WORK RETAINED IN P. S. & E. STATUS

Description	Total Cost	Federal Funds	State Funds
Work by Southern Pacific Co.	$ 4,400.00	$2,700.00	$1,700.00
Work by Western Union	886.00	550.00	336.00
Work by City of Canby	7,700.00	4,850.00	2,850.00
	$12,986.00	$8,100.00	$4,886.00

CANBY-[illegible] SECTION

PROJECT NO. F-53(8)

Estimated cost of work by Western Union Telegraph Company.

Labor	$633.00
Materials	84.00
Equipment	64.00
Contingencies	25.00
	$806.00

Oregon State Highway Department

Federal Aid
Project No. F-53(8)

CANBY-AURORA HILL SECTION OF THE
PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, May 7, 1963

Type Code 6201
Roadway (Sta. 524+2[illegible] to Sta. 658+18.30)

Clearing and Grubbing	All	Required		$ 15,000.00
Drainage Excavation, Unclassified	5,060	cu.yds.	$ 3.00	15,180.00
Special Borrow Excavation, Unclassified	51,200	cu.yds.	0.45	23,040.00
General Excavation, Unclassified	46,400	cu.yds.	0.45	20,880.00
Embankment Foundation Excavation, Unclassified	7,300	cu.yds.	0.75	5,475.00
Short Overhaul	131,000	yd.sta.	0.02	2,620.00
Long Overhaul	2,600	C-yd.sta.	0.40	1,040.00
Finishing Roadbed and Slopes	2.43	miles	1,000.00	2,430.00
Rounding Cutbanks	1,900	lin.ft.	0.20	380.00
12-inch Concrete Pipe	26	lin.ft.	2.50	65.00
18-inch Concrete Pipe	110	lin.ft.	4.50	495.00
12-inch Culvert Pipe	1,370	lin.ft.	2.50	3,425.00
18-inch Culvert Pipe	160	lin.ft.	4.50	720.00
24-inch Culvert Pipe	240	lin.ft.	6.00	1,440.00
36-inch Culvert Pipe	270	lin.ft.	10.00	2,700.00
42-inch Culvert Pipe	140	lin.ft.	12.50	1,750.00
12-inch Corrugated Metal Pipe	30	lin.ft.	3.75	112.50
18-inch Corrugated Steel Pipe, Protected Invert	100	lin.ft.	5.50	550.00
8-inch Sewer Pipe	500	lin.ft.	2.00	1,000.00
12-inch Sewer Pipe	1,860	lin.ft.	2.50	4,650.00
18-inch Sewer Pipe	770	lin.ft.	3.75	2,887.50
21-inch Sewer Pipe	2,600	lin.ft.	4.50	11,700.00
Extra for Pipe Under Pavement	810	lin.ft.	4.50	3,645.00
10-inch Drain Tile	570	lin.ft.	2.25	1,282.50
6-inch Perforated Drain Pipe	340	lin.ft.	1.50	510.00
Special Backfill in Drains	46	cu.yds.	6.00	276.00
18-inch Culvert End Sections	4	only	50.00	200.00
24-inch Culvert End Sections	2	only	65.00	130.00
36-inch Culvert End Sections	4	only	150.00	600.00
42-inch Culvert End Sections	2	only	175.00	350.00
Concrete Inlets, Type D	11	only	95.00	1,045.00
Concrete Inlets, Type G	8	only	110.00	880.00
Concrete Inlets, Type CG	2	only	115.00	230.00
Concrete Manholes	10	only	300.00	3,000.00

Class "A" Concrete in Box Culvert	50	cu.yds.	$ 50.00	$ 2,500.00
Metal Reinforcement in Box Culvert	6,600	lbs.	0.15	990.00
Concrete Curbs	80	cu.yds.	42.00	3,360.00
Concrete Driveways	36	cu.yds.	4.50	162.00
Concrete End Pieces	2	only	150.00	300.00
Metal Guard Rail	1,350	lin.ft.	2.75	3,712.50
Rail End Pieces	16	only	5.00	80.00
Guard Rail Blocks	60	only	1.50	90.00
Guide Posts, W-1	80	only	7.25	580.00
Guide Posts, Y-1	70	only	7.75	542.50
Loose Riprap	220	cu.yds.	4.75	1,045.00
Coarse Crushed Material in Base	59,000	tons	1.90	112,100.00
3/4" - 0 Material in Base	9,600	tons	2.00	19,200.00
Sprinkling	1.760	M-gals.	2.50	4,400.00
Preparation of Base	2.43	miles	250.00 ~~2.50~~	607.50
3/4" - 0 Material in Binder Course	400	cu.yds.	4.00	1,600.00
RC-250 Asphalt	62	tons	40.00	2,480.00
Class "B" Asphaltic Concrete Mixture	20,600	tons	4.45	91,670.00
Class "C" Asphaltic Concrete Mixture	70	tons	15.00	1,050.00
Extra for Asphaltic Concrete Mixture in Ditches	210	tons	10.00	2,100.00
Asphalt in Mixture	1,130	tons	30.00	33,900.00
RS-1 Asphalt	9	tons	75.00	675.00
Extra for Paving Approaches	56	only	30.00	1,680.00
Asphaltic Concrete Curbs	880	lin.ft.	1.00	880.00
Seeded and Mulched Areas	8	acres	300.00	2,400.00
Roadway Illumination Complete	All	Required		1,500.00
57½.				$419,293.00
Flagging (75½% of Contractor's Cost)	All	Required		5,000.00
Signing (Temporary)	All	Required		400.00
Seeding and Mulching	All	Required		1,050.00
				$ 6,450.00

Utilities

Work by Southern Pacific Co.	All	Required	$ 4,000.00
Work by Western Union	All	Required	806.00
Work by City of Canby	All	Required	7,000.00
			$ 11,806.00
	Subtotal		$437,549.00
	10% Engr. & Cont.		43,754.00
		Total	$481,303.00

Type Code X081

Molalla River Bridge (Br. No. 2061A) (Sta. L, 554+84 to Sta. 560+73.42)

Remodel Existing Bridge	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		20,000.00
Structural Excavation	920 cu.yds.	$ 8.00	7,360.00
Structural Excavation, Below Elevation Shown	150 cu.yds.	12.00	1,800.00
Furnish 10" BP 42# Steel Piling	120 lin.ft.	5.00	600.00
Drive Steel Piles	4 only	150.00	600.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (1,202 cu.yds. $75.00)	All Required		90,150.00
Seal Concrete	200 cu.yds.	35.00	7,000.00
Type III (35'-40') Prestressed Beams	12 only	575.00	6,900.00
Type III (50'-55') Prestressed Beams	12 only	875.00	10,500.00
Type IV (55'-60') Prestressed Beams	1 only	1,200.00	1,200.00
Type IV (60'-65') Prestressed Beams	1 only	1,300.00	1,300.00
Type IV (70'-75') Prestressed Beams	1 only	1,750.00	1,750.00
Type IV (75'-80') Prestressed Beams	1 only	1,800.00	1,800.00
Type IV (80'-85') Prestressed Beams	12 only	1,850.00	22,200.00
Metal Reinforcement (263,500 lbs. $0.12)	All Required		31,620.00
Metal Parapet Rail	1,181 lin.ft.	6.50	7,676.50
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
	Subtotal		$214,636.50
	10% Engr. & Cont.		21,463.50
	Total		$236,100.00

Length of Roadway	2.426 Miles
Length of 1 Structure	0.112 Mile
Total Length	2.538 Miles
Cost of Roadway Per Mile.	$198,393.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$481,303.00	$303,000.00	$178,303.00
Structure	236,100.00	148,000.00	88,100.00
	$717,403.00	$451,000.00	$266,403.00

CANBY-AURORA HULL SECTION

PROJECT NO. F-53(8)

Estimated cost of work by Western Union Telegraph Company.

Labor	$633.00
Materials	84.00
Equipment	64.00
Contingencies	25.00
	$806.00

CANBY-AURORA HILL SECTION

PROJECT NO. F-132(12)

Prestressed Beam Quantities

35'-40' Beams

Overhead			$ 40.00
Class "A" Concrete	6.13 cu.yds.	$52.00	318.76
Metal Reinforcement	784 lbs.	0.12	94.08
Prestress Steel	328 lbs.	0.40	131.20
			$ 584.04

50'-55' Beams

Overhead			$ 75.00
Class "A" Concrete	8 cu.yds.	$52.00	416.00
Metal Reinforcement	1,023 lbs.	0.12	122.76
Prestress Steel	711 lbs.	0.40	284.40
			$ 898.16

55'-60' Beams

Overhead			$ 75.00
Class "A" Concrete	13 cu.yds.	$52.00	676.00
Metal Reinforcement	978 lbs.	0.12	117.36
Prestress Steel	848 lbs.	0.40	339.20
			$1,207.56

60'-65' Beams

Overhead			$ 75.00
Class "A" Concrete	14 cu.yds.	$52.00	728.00
Metal Reinforcement	1,070 lbs.	0.12	128.40
Prestress Steel	1,040 lbs.	0.40	416.00
			$1,347.40

70'-75' Beams

Overhead			$ 75.00
Class "A" Concrete	16.34 cu.yds.	$52.00	849.68
Metal Reinforcement	1,303 lbs.	0.12	156.36
Prestress Steel	1,681 lbs.	0.40	672.40
			$1,853.44

75'-80' Beams

Overhead			$ 80.00
Class "A" Concrete	17.26 cu.yds.	$52.00	897.52
Metal Reinforcement	1557 lbs.	0.12	186.84
Prestress Steel	1841 lbs.	0.40	736.40
			$1,900.76

Federal-Aid
Project No. F-53(8)

Oregon State Highway Department

CANBY-AURORA HILL SECTION OF THE

PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 15, 1963

Type Code 6201
Roadway (Sta. 524+23 to Sta. 658+18.30)

Clearing and Grubbing	All	Req.		$ 15,000.00
Drainage Excavation, Unclassified	5,060	cu.yd.	$ 3.00	15,180.00
Special Borrow Excavation, Unclassified	51,200	cu.yd.	0.45	23,040.00
General Excavation, Unclassified	46,400	cu.yd.	0.45	20,880.00
Embankment Foundation Excavation, Unclassified	7,300	cu.yd.	0.75	5,475.00
Short Overhaul	131,000	yd.sta.	0.02	2,620.00
Long Overhaul	2,600	C-yd.sta.	0.40	1,040.00
Finishing Roadbed & Slopes	2.43	mile	1,000.00	2,430.00
Rounding Cutbanks	1,900	lin.ft.	0.20	380.00
12-inch Concrete Pipe	26	lin.ft.	2.50	65.00
18-inch Concrete Pipe	110	lin.ft.	4.50	495.00
12-inch Culvert Pipe	1,370	lin.ft.	2.50	3,425.00
18-inch Culvert Pipe	160	lin.ft.	4.50	720.00
24-inch Culvert Pipe	240	lin.ft.	6.00	1,440.00
36-inch Culvert Pipe	270	lin.ft.	10.00	2,700.00
42-inch Culvert Pipe	140	lin.ft.	12.50	1,750.00
12-inch Corrugated Metal Pipe	30	lin.ft.	3.75	112.50
18-inch Corrugated Steel Pipe, Protected Invert	100	lin.ft.	5.50	550.00
8-inch Sewer Pipe	500	lin.ft.	2.00	1,000.00
12-inch Sewer Pipe	1,860	lin.ft.	2.50	4,650.00
18-inch Sewer Pipe	770	lin.ft.	3.75	2,887.50
21-inch Sewer Pipe	2,600	lin.ft.	4.50	11,700.00
Extra for Pipe Under Pavement	810	lin.ft.	4.50	3,645.00
10-inch Drain Tile	570	lin.ft.	2.25	1,282.50
6-inch Perforated Drain Pipe	340	lin.ft.	1.50	510.00
Special Backfill in Drains	46	cu.yd.	6.00	276.00
18-inch Culvert End Sections	4	only	50.00	200.00
24-inch Culvert End Sections	2	only	65.00	130.00
36-inch Culvert End Sections	4	only	150.00	600.00
42-inch Culvert End Sections	2	only	175.00	350.00
Concrete Inlets, Type D	11	only	95.00	1,045.00
Concrete Inlets, Type G	8	only	110.00	880.00
Concrete Inlets, Type CG	2	only	115.00	230.00

Concrete Manholes	10	only	$ 300.00	$ 3,000.00
Class "A" Concrete in Box Culvert	50	cu.yd.	50.00	2,500.00
Metal Reinforcement in Box Culvert	6,600	lb.	0.15	990.00
Concrete Curbs	80	cu.yd.	42.00	3,360.00
Concrete Driveways	36	cu.yd.	4.50	162.00
Concrete End Pieces	2	only	150.00	300.00
Metal Guard Rail	1,350	lin.ft.	2.75	3,712.50
Rail End Pieces	16	only	5.00	80.00
Guard Rail Blocks	60	only	1.50	90.00
Guide Posts, W-1	80	only	7.25	580.00
Guide Posts, Y-1	70	only	7.75	542.50
Loose Riprap	220	cu.yd.	4.75	1,045.00
Coarse Crushed Material in Base	59,000	ton	1.90	112,100.00
3/4" - 0 Material in Base	9,600	ton	2.00	19,200.00
Sprinkling	1,760	M-gal.	2.50	4,400.00
Preparation of Base	2.43	mile	250.00	607.50
3/4" - 0 Material in Binder Course	400	cu.yd.	4.00	1,600.00
RC-250 Asphalt	62	ton	40.00	2,480.00
Class "B" Asphaltic Concrete Mixture	20,600	ton	4.45	91,670.00
Class "C" Asphaltic Concrete Mixture	70	ton	15.00	1,050.00
Extra for Asphaltic Concrete Mixture in Ditches	210	ton	10.00	2,100.00
Asphalt in Mixture	1,130	ton	30.00	33,900.00
RS-1 Asphalt	9	ton	75.00	675.00
Extra for Paving Approaches	56	only	30.00	1,680.00
Asphaltic Concrete Curbs	880	lin.ft.	1.00	880.00
Seeded and Mulched Areas	8	acre	300.00	2,400.00
Roadway Illumination Complete	All	Required		1,500.00
				$419,293.00

Flagging (57½% of Contractor's Cost)	All	Required	$ 5,000.00
Signing (Temporary)	All	Required	400.00
Seeding and Mulching	All	Required	1,050.00
			$ 6,450.00

Utilities

Work by Southern Pacific Co.	All	Required	$ 4,000.00
Work by Western Union	All	Required	806.00
Work by City of Canby	All	Required	7,000.00
			$ 11,806.00

Subtotal	$437,549.00
10% Engr. & Cont.	43,754.00
Total	$481,303.00

Type Code X081
Molalla River Bridge (Br. #2061A)(Sta. Ls 554+84 to Sta. 560+73.42)

Remodel Existing Bridge	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		20,000.00
Structural Excavation	920 cu.yd.	$ 8.00	7,360.00
Structural Excavation Below Elevation Shown	150 cu.yd.	12.00	1,800.00
Furnish 10" HP 42# Steel Piling	120 lin.ft.	5.00	600.00
Drive Steel Piles	4 only	150.00	600.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (1,200 cu.yd. $75.00)	All Required		90,000.00
Seal Concrete	200 cu.yd.	35.00	7,000.00
Type III (35'-40') Prestressed Beams	12 only	575.00	6,900.00
Type III (50'-55') Prestressed Beams	12 only	875.00	10,500.00
Type IV (55'-60') Prestressed Beams	1 only	1,200.00	1,200.00
Type IV (60'-65') Prestressed Beams	1 only	1,300.00	1,300.00
Type IV (70'-75') Prestressed Beams	1 only	1,750.00	1,750.00
Type IV (75'-80') Prestressed Beams	1 only	1,800.00	1,800.00
Type IV (80'-85') Prestressed Beams	12 only	1,850.00	22,200.00
Metal Reinforcement (263,500 lb. $0.12)	All Required		31,620.00
Metal Parapet Rail	1,181 lin.ft.	6.50	7,676.50
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00

Subtotal	$214,486.50
10% Engr. & Cont.	21,448.50
Total	$235,935.00

Length of Roadway - - - - - -	2.426 Miles
Length of 1 Structure - - - -	0.112 Mile
Total Length- - - - - - - - -	2.538 Miles
Cost of Roadway Per Mile- - -	$198,393.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$481,303.00	$303,000.00	$178,303.00
Structure	235,935.00	148,000.00	87,935.00
	$717,238.00	$451,000.00	$266,238.00

CANBY-AURORA HILL SECTION

PROJECT NO. F-53(8)

Estimated cost of work by Western Union Telegraph Company.

Labor	$633.00
Materials	84.00
Equipment	64.00
Contingencies	25.00
	$806.00

CANBY-AURORA HILL SECTION

PROJECT NO. F-53(8)

PRESTRESSED BEAM QUANTITIES

35'-40' Beams

Overhead			$ 40.00
Class "A" Concrete	6.13 cu.yd.	$52.00	318.76
Metal Reinforcement	784 lb.	0.12	94.08
Prestress Steel	328 lb.	0.40	131.20
			$ 584.04

50'-55' Beams

Overhead			$ 75.00
Class "A" Concrete	8 cu.yd.	$52.00	416.00
Metal Reinforcement	1,023 lb.	0.12	122.76
Prestress Steel	711 lb.	0.40	284.40
			$ 898.16

55'-60' Beams

Overhead			$ 75.00
Class "A" Concrete	13 cu.yd.	$52.00	676.00
Metal Reinforcement	978 lb.	0.12	117.36
Prestress Steel	848 lb.	0.40	339.20
			$1,207.56

60'-65' Beams

Overhead			$ 75.00
Class "A" Concrete	14 cu.yd.	$52.00	728.00
Metal Reinforcement	1,070 lb.	0.12	128.40
Prestress Steel	1,040 lb.	0.40	416.00
			$1,347.40

70'-75' Beams

Overhead			$ 75.00
Class "A" Concrete	16.34 cu.yd.	$52.00	849.68
Metal Reinforcement	1,303 lb.	0.12	156.36
Prestress Steel	1,681 lb.	0.40	672.40
			$1,853.44

75'-80' Beams

Overhead			$ 80.00
Class "A" Concrete	17.26 cu.yd.	$52.00	897.52
Metal Reinforcement	1,557 lb.	0.12	186.84
Prestress Steel	1,841 lb.	0.40	736.40
			$1,900.76

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MAR 4 - 1965

FORM E-80X—80M—7-64 SP*6230-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1965

SUBJECT: Canby-Aurora Section
Pacific Highway
Contract No. 6272

To: Mr. F. D. Morgan
Division Engineer
Salem, Oregon

Reference is made to your inquiry for information on the Canby-Aurora Contract No. 6272. I ~~was~~ found that the contractor completed all work excepting the installation of suitable bolts in the guardrail on July 10, 1964. A shutdown was issued on that date by the Resident Engineer to continue until such time as suitable bolts could be obtained. These bolts were received and installed on August 20, 1964 and the project was termed completed. Semi-final was submitted to Salem on October 22, 1964.

On the monthly estimate paid September 14, 1964 the contractor was paid $2,543.43. When the semi-final was checked it was found that there was such a small amount between the final and the last monthly estimate, no payment was made. The final payment in the amount of $30,467.79 was made on December 30, 1964. This sum represents the retained percentage less $828.26 credit which had accrued principally due to penalty for non-specified class A concrete in curbs.

Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:dc

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER: -	WEEK ENDING: February 19, 1965
	SECTION: Canby-Aurora Hill	SECTION PREFIX: 3-1089
	HIGHWAY: Pacific Highway East	COUNTY: Clackamas
NAME OF JOB: Canby - Aurora Hill Section	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Warren Northwest, Incorporated	CONTRACT NUMBER: 6272	FEDERAL AID PROJECT NUMBER: F-53(8)
DATE OF CONTRACT: June 10, 1963	DATE WORK STARTED: June 10, 1963	~~ESTIMATED~~ COMPLETION DATE: August 20, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS: 100	WORK DAYS USED: 100
PROJECT AUTHORIZATION: $725,423.51	ENGINEERING AUTHORIZATION: $51,585.67	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $673,837.84	ENGINEERING COST TO DATE: $82,546.23	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $660,335.48	PERCENT OF AUTHORIZATION: 160 %	100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.0%	DATE PROJECT WAS COMPLETED:	August 20, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100%	100%	100%	100%	100%	100%	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.63	2.63	-	-	2.63
MILES PARTIALLY COMPLETED	0	0	-	-	0
MILES COMPLETED	2.63	2.63	-	-	2.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	97,600.0	68,600.0	-	-	20,600.0
TOTAL QUANTITIES CORRECTED TO DATE	81,818.2	82,600.0	-	-	21,863.3
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	81,818.2	82,600.0	-	-	21,863.3
AVERAGE DAILY QUANTITIES	0	0	-	-	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	- b	-	0
NUMBER OF SHIFTS PER DAY	0	0	-	-	0
HOURS PER SHIFT	0	0	-	-	0

EQUIPMENT USED DURING THE WEEK:

February, 1965	WEATHER	HOURS DELAY	Work Day Charged.	CAUSE OF DELAY
SUNDAY	Rain		Work Completed.	
MONDAY	Showers		" "	NOTED JOHN R. OAKES
TUESDAY	Showers		" "	
WEDNESDAY	Clear		" "	
THURSDAY	Fair		" "	
FRIDAY	Cloudy		" "	
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

February, 1965

SUNDAY 14	
MONDAY 15	Project Completed, August 20, 1964
TUESDAY 16	" " "
WEDNESDAY 17	" " "
THURSDAY 18	" " "
FRIDAY 19	" " "
SATURDAY	

REMARKS

Setting of P.I. reference monuments was completed this week.
Reference data was placed on "Right of Way" map and which map was submitted to the Division Office this week.
Final "Weekly Report" on this project.

SIGNED Lowell A. Johnston
ADDRESS P.O. Box 02157, Sellwood Sta. Portland, Oregon 97202

SEND ORIGINAL TO SALEM OFFICE ✓ (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M. cc: To The Bureau of Public Roads.

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JAN 6 - 1965
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[illegible]

[illegible]

January 6, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

On January 5, 1965, we wrote to you concerning release of final payment on Contract No. 6272, awarded to Warren Northwest, Inc., for grading, paving and structure on the Canby-Aurora Hill Section of the Pacific East Highway in Clackamas County.

Final payment on this contract is $30,467.79 and the total contract amount is $658,227.57, including $7,899.27 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Warren Northwest, Inc.
P. O. Box 7675
Portland 20, Oregon

Ward Cook-Rodgers Insurance Co., Inc.
603 Panama Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
DEC 31 1964

F-53(41)
6272

December 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 20 on Contract No. 6272. The contract was with Warren Northwest, a division of Warren Brothers Company, and was for grading, paving, and a structure on the Canby-Aurora Hill Section of the Pacific Highway East in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 30, 1964, and that you concur in this procedure at the Commission meeting on January 26.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
A. E. Johnson

LPS:ajw bjs

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F-53(8)

6212

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 15, 1964

Project No. F-53(8)
File No. 34988 - Rooklidge
(L-4298)
Canby-Aurora Section
Pacific East Highway
Clackamas County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Attached are three copies of our Information for Grant or Indenture of Access sheet requesting a change in location of two points of access on the Pacific Highway East, No. 1E, near Canby. The access points are to be moved from Station 641+85 (Milepost 35.62) to Station 642+75 (Milepost 35.602) and from Station 654+15 (Milepost 35.387) to Station 654+75 (Milepost 35.376).

The right of way for this section of highway was acquired under Project No. F-53(7) which is in an open status. Construction is being accomplished under Project No. F-53(8), Canby-Aurora Section, Pacific Highway East, Clackamas County. The project is in an open-status.

The indenture changes are requested in order to conform the legal record to the as-constructed project.

We would appreciate receiving your approval by returning the original, signed copy of the information sheet to this office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By [illegible] T. Wright
Walter T. Wright
Right of Way Engineer

SM
cc: Lloyd Shaw
L. H. Young
G. E. Rohde

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OCT 1 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 15 1965

FOR FILING

RAILROAD COMPANIES
FILE No. 622

Salem, Oregon
September 2, 1964

Agenda Item 4-1

Agreement
Southern Pacific Company
Barlow Grade Crossing
Canby-Aurora Section
Pacific Highway East
Clackamas County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. J.N. Hershberger
Staff Attorney

Attached are two copies of an agreement with the Southern Pacific Company covering reconstruction of a grade crossing of a county road at Barlow, adjacent to the Canby-Aurora Section of the Pacific Highway in Clackamas County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

cc - Mr. T. W. Litchfield

RECEIVED
AUG 21 1964
FOR FILING
F 13(1)

6272

August 20, 1964

Oregon State Highway Commission

Gentlemen:

On the agenda for the August 27 Commission meeting will appear the matter of entering into an agreement with the Southern Pacific Railroad Company covering the reconstruction of a grade crossing of a county road at Barlow.

It was necessary to reconstruct this crossing which is adjacent to the Canby-Aurora Section of the Pacific Highway. The agreement calls for the rearrangement of signals, for necessary easements, and reimbursement to the Railroad for normal items of Railroad expense.

The matter is in order and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. I. Lindas
C. H. Maison

RLP:hlb fn

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FOR FILING

F. (1)
6272

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1964

SUBJECT: Change of Access Locations
Rooklidge (R/W 34988, L-4298)
Canby-Aurora Section
Pacific Highway East
Contract No. 6272

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request, originated by our resident engineer, for relocation of two of the four accesses granted under the final judgement. The reason for the request is that more suitable locations for construction and operation were determined during our construction.

No change in use or width is requested. Your approval of the change in location is recommended. Bureau of Public Roads' approval will be routine.

F. D. Morgan
Construction Engineer

CHB:fp
Attach.
cc W. T. Wright

RECEIVED
AUG 18 1964
OFFICE OF
STATE HIGHWAY EN

Copy to Wright
Orig returned to Morgan
8-19

LAW OFFICES
SHULER, SAYRE, RANKIN & MYERS
OREGON BANK BUILDING
PORTLAND, OREGON 97204

JOHN W. SHULER
PAUL A. SAYRE
HOWARD A. RANKIN
ROBERT L. MYERS
MICHAEL J. WALSH
JAMES F. NEVIN

TELEPHONE 228-6688
AREA CODE 503

August 7, 1964

Mr. Fred Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 6272, Canby-Aurora Hill Section
of Pacific Highway East

Dear Mr. Query:

We are attorneys representing the genral contractor on the above project, Warren Northwest, Inc., in the defense of a personal injury claim brought by Mrs. Marilyn Kruse, who was injured in the work area on the evening of December 28, 1963, during a temporary suspension of work. In the course of the litigation, questions have arisen concerning who was to be doing what in the way of safety precautions and routing of traffic at the time of Mrs. Kruse's injury. Mrs. Kruse's injury was apparently rather substantial. The amount being sued for exceeds a quarter of a million dollars.

The home office of Warren Northwest, Inc.'s liability insurance carrier has requested that I furnish them with a copy of the contract so they may review its provisions relating to the questions above. I, of course, need a copy for my own use during the course of litigation and have been furnished by Warren Northwest with copy of the contract; however, I need another copy for the insurance carrier.

The particular document which I need at this point is the material contained in the brown folder entitled Contract and Bond for Highway Construction and consisting of Revisions to Special Provisions, Special Provisions, Additional Special Provisions, three drawings relating to signs, steel bending details, and elastomeric bearing pads, the pink printed issue of September 1, 1962 Required Contract Provisions on Federal-Highway Primary and Urban Highway Projects, the green printed Supplemental General Provisions issue of September 1, 1962, Schedule of Minimum Hourly Wage Rates, Supplemental Standard Specifications, Schedule of Contract Prices, and contract and performance bond. This document totals in excess of 100 pages. If you have an extra copy of this, I would appreciate being furnished it. If you do not have an extra copy, I would appreciate your advising as to how I could get one.

Very truly yours,

Robert L. Myers

rlm-a

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MISC. CONTRACTS and
AGREEMENTS No. 2736

July 22, 1964

Agenda Item 4-e

Warren Northwest, Inc.
P.O. Box 7675
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Warren Northwest, Inc., a fully executed copy of an agreement between the State Highway Commission, Warren Northwest, Inc, Warren Northwest, a division of Warren Brothers Company, and Federal Insurance Company, consenting to assignment of contractual obligations of Warren Northwest, Inc., to Warren Northwest, a division of Warren Brothers Company.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
JUL 8 1964
FOR FILING

7-6

Monthly transaction number	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ce Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
Project report number 8		Project number F-53(8)

6272

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 18**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project	$ **697,132.00**
Revised Federal funds	$ **438,000.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the ____ day of **July 2**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer

L.R. Becklund
By: L. R. Becklund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. F-53(8)

CANBY-AURORA HILL SECTION OF THE
PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include all work retained in PS&E Status.)

Salem, Oregon, June 18, 1964

Type Code 6201
Roadway (Sta. 524+23 to Sta. 658+18.30)(Contract 6272)

Clearing and Grubbing	All	Required		$ 18,112.00
Drainage Excavation, Unclassified	5,060	cu.yds.	$ 2.00	10,120.00
Special Borrow Excavation, Unclassified	51,200	cu.yds.	0.68	34,816.00
General Excavation, Unclassified	46,400	cu.yds.	0.58	26,912.00
Embankment Foundation Excavation, Unclassified	7,300	cu.yds.	0.90	6,570.00
Short Overhaul	131,000	yd.stas.	0.01	1,310.00
Long Overhaul	2,600	C-yd.stas.	0.40	1,040.00
Finishing Roadbed and Slopes	2.43	miles	800.00	1,944.00
Rounding Cutbanks	1,900	lin.ft.	0.20	380.00
12-inch Concrete Pipe	26	lin.ft.	1.95	50.70
18-inch Concrete Pipe	110	lin.ft.	3.08	338.80
12-inch Culvert Pipe	1,370	lin.ft.	1.95	2,671.50
18-inch Culvert Pipe	160	lin.ft.	3.07	491.20
24-inch Culvert Pipe	240	lin.ft.	4.43	1,063.20
36-inch Culvert Pipe	270	lin.ft.	9.65	2,605.50
42-inch Culvert Pipe	140	lin.ft.	11.80	1,652.00
12-inch Corrugated Metal Pipe	30	lin.ft.	2.39	71.70
18-inch Corrugated Steel Pipe, Protected Invert	100	lin.ft.	4.00	400.00
8-inch Sewer Pipe	500	lin.ft.	1.16	580.00
12-inch Sewer Pipe	1,860	lin.ft.	1.92	3,571.20
16-inch Sewer Pipe	770	lin.ft.	3.31	2,548.70
21-inch Sewer Pipe	2,600	lin.ft.	4.12	10,712.00
Extra for Pipe Under Pavement	810	lin.ft.	0.90	729.00
10-inch Drain Tile	570	lin.ft.	1.00	570.00
6-inch Perforated Drain Pipe	340	lin.ft.	1.11	377.40
Special Backfill in Drains	46	cu.yds.	3.00	138.00
18-inch Culvert End Sections	4	only	30.00	120.00
24-inch Culvert End Sections	2	only	45.00	90.00
36-inch Culvert End Section	4	only	100.00	400.00
42-inch Culvert End Sections	2	only	160.00	320.00
Concrete Inlets, Type D	11	only	95.00	1,045.00
Concrete Inlets, TypeG	8	only	75.00	600.00
Concrete Inlets, Type CG	2	only	100.00	200.00
Concrete Manholes	10	only	225.00	2,250.00

Class "A" Concrete in Box Culvert	50	cu.yds.	$ 65.00	$ 3,250.00
Metal Reinforcement in Box Culvert	6,600	lbs.	0.14	924.00
Concrete Curbs	80	cu.yds.	40.00	3,200.00
Concrete Driveways	36	cu.yds.	4.50	162.00
Concrete End Pieces	2	only	200.00	400.00
Metal Guard Rail	1,350	lin.ft.	2.32	3,132.00
Rail End Pieces	16	only	4.00	64.00
Guard Rail Blocks	60	only	1.35	81.00
Guide Posts, W-1	80	only	6.25	500.00
Guide Posts, Y-1	70	only	6.75	472.50
Loose Riprap	220	cu.yds.	5.00	1,100.00
Coarse Crushed Material in Base	59,000	tons	2.20	129,800.00
3/4" - 0 Material in Base	9,600	tons	2.35	22,560.00
Sprinkling	1,760	M-gals.	2.50	4,400.00
Preparation of Base	2.43	miles	300.00	729.00
3/4" - 0 Material in Binder Course	400	cu.yds.	5.00	2,000.00
RC-250 Asphalt	62	tons	45.00	2,790.00
Class "B" Asphaltic Concrete Mixture	20,600	tons	4.60	94,760.00
Class "C" Asphaltic Concrete Mixture	70	tons	9.00	630.00
Extra for Asphaltic Concrete Mixture in Ditches	210	tons	4.00	840.00
Asphalt in Mixture	1,130	tons	28.00	31,640.00
RS-1 Asphalt	9	tons	50.00	450.00
Extra for Paving Approaches	56	only	25.00	1,400.00
Asphaltic Concrete Curbs	880	lin.ft.	0.70	616.00
Seeded and Mulched Areas	8	acres	275.00	2,200.00
Roadway Illumination Complete	All	Required		1,854.00
				$444,754.40
Flagging (57½% of Contractor's Cost)	All	Required		$ 5,000.00
Signing (Temporary)	All	Required		400.00
				$ 5,400.00
Utilities				
Work by Southern Pacific Co.	All	Required		$ 1,630.00
Work by Western Union	All	Required		806.00
				$ 2,436.00
	Subtotal			$452,590.40
	10% Engr. & Cont.			45,258.60
			Total	$497,849.00

Type Code X081
Molalla River Bridge (Br. #2061A)(Sta. L 554+84 to Sta. 560+73.42)
(Contract 6272)

Remodel Existing Bridge	All Required		$ 1,975.00
Shoring, Cribbing, Etc.	All Required		14,500.00
Structural Excavation	920 cu.yds.	$ 5.00	4,600.00
Structural Excavation Below Elevation Shown	150 cu.yds.	10.00	1,500.00
Furnish 10" BP 42# Steel Piling	120 lin.ft.	4.00	480.00
Drive Steel Piles	4 only	100.00	400.00
Splice Steel Piles	2 only	20.00	40.00
Class "A" Concrete (1,200 cu.yds.)	All Required		75,000.00
Seal Concrete	200 cu.yds.	27.00	5,400.00
Type III (35'-40') Prestressed Beams	12 only	650.00	7,800.00
Type III (50'-55') Prestressed Beams	12 only	870.00	10,440.00
Type IV (55'-60') Prestressed Beams	1 only	1,200.00	1,200.00
Type IV (60'-65') Prestressed Beams	1 only	1,300.00	1,300.00
Type IV (70'-75') Prestressed Beams	1 only	1,425.00	1,425.00
Type IV (75'-80') Prestressed Beams	1 only	1,550.00	1,550.00
Type IV (80'-85') Prestressed Beams	12 only	1,650.00	19,800.00
Metal Reinforcement (263,500 lbs.)	All Required		26,000.00
Metal Parapet Rail	1,181 lin.ft.	6.50	7,676.50
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
	Subtotal		$181,166.50
	10% Engr. & Cont.		18,116.50
	Total		$199,283.00

Length of Roadway - - - - - - - - - - - - 2.426 Miles
Length of 1 Structure - - - - - - - - - - 0.112 Mile
Total Length - - - - - - - - - - - - - - 2.538 Miles
Cost of Roadway Per Mile - - - - - - - $205,213.93

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$497,849.00	$313,000.00	$184,849.00
Structure	199,283.00	125,000.00	74,283.00
	$697,132.00	$438,000.00	$259,132.00

State Funds for Const.:	Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.:	Chap. 529, laws 1939.

CANBY-AURORA HILL SECTION

PROJECT NO. F-53(8)

Estimated cost of work by Western Union Telegraph Company

Labor	$ 633.00
Materials	84.00
Equipment	64.00
Contingencies	25.00
	$ 806.00

Estimated cost of work by Southern Pacific Company

Material	$ 320.00
Labor	800.00
Equipment	40.00
Vacation	40.00
Holiday Pay	16.00
Health and Welfare	49.00
RR Ret. & Unemp. Tax	107.00
PD, PL & WC Insurance	39.00
Accounting and Billing	71.00
Contingencies	148.00
	$1,630.00

RECEIVED
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FOR FILING

[illegible]

6272

July 1, 1964

Oregon State Highway Commission

Gentlemen:

Warren Northwest, Inc., a corporation in dissolution by means of a merger with Warren Brothers Company, through agreement with the Federal Insurance Company, its surety, desires an assignment to Warren Northwest, Inc., a division of Warren Brothers Company of contractual obligations with the State of Oregon. Affected by the assignment will be Contract No. 6247, Anlauf-Elkhead Road Section, Douglas County; Contract No. 6272, Canby-Aurora Hill Section, Clackamas County; Contract No. 6397, N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730, Multnomah County; and Contract No. 6398, N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730, Multnomah County.

An agreement will be presented at the July 14 Commission meeting consenting to the assignment of the contractual obligations of Warren Northwest, Inc., to Warren Northwest, a division of Warren Brothers Company.

Your approval of this agreement is recommended and authority for the Secretary to sign the agreement for and on behalf of the Commission is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
JUN 26 1964

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6272

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1964

SUBJECT: Canby-Aurora Hill Section
Pacific Highway East
Contract No. 6272
Request for Stairs

To:

Mr. A. E. Johnson
Division Engineer
State Highway Department
P. O. Box 4727
Portland, Oregon 97202

Mr. Schaarschmidt's request for construction of steps from the sidewalk to the driveway in front of his store in south Canby has been reviewed here. In the absence of any further reasons, this office concurs in your recommendation that the request be denied. You should so inform Mr. Schaarschmidt.

It should be borne in mind that by agreement with the City, parking is to be permitted on the shoulder area through this section within the city limits.

Mr. Schaarschmidt's letter is returned herewith.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L . Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc Lloyd Shaw

OFFICE OF
[illegible] ENGINEER

FORM E-30 50M 5-63 46007

CONSTRUCTION DIVISION
RECEIVED
JUN 1[illegible] 1964
NOTED ☐ CE 9 ☐ E

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 16, 1964

SUBJECT: Canby-Aurora Hill Section
Pacific Highway East
Contract No. 6272
Request for Stairs

To:
Mr. F. D. Morgan
Construction Engineer
Salem

Enclosed is a letter from Mr. Carl Schaarschmidt requesting the construction of steps from our highway to the level of the parking area of the Canby Green Market located just at the south edge of Canby. At this point, due to the widening of the highway, the new top of curb is three feet above the ground level of the market area. At the request of the property owner, and with the concurrence of the Bureau, an additional driveway was provided to the market area, so that at the present time there are two driveways to the market and one driveway to an area to the north for other developments. At this point we have a four foot median, four 12 foot lanes, and a 10 foot shoulder with a blacktop sidewalk behind the curb. It is believed that adequate access if provided for the market which has sufficient area in front and behind the market for parking. It is further believed that the construction of steps would incourage parking along the shoulder and thus provide additional hazard to the traveling public, and it is recommended that the request for steps be denied.

Mr. L. A. Johnston, Resident Engineer, has taken up this request with Mr. Nichols of the B.P.R. who advised him that he believed the Bureau would not be inclined to approve such an installation.

A E Johnson
A. E. Johnson
Division Engineer

X to
no reason
prevent
parking
City [illegible]

AEJ:fb
cc L. A. Johnston
D. D. Rohrbough

New Era-Canby agreement

Enc.

Canby Green Market
909 S. W. 1st
Canby, Oregon
June 11, 1964

Referred to L. A. J.
File # 186, Date 6-12-64
Answer Date 6-19-64

Al Johnson
State Highway Department
Salem, Oregon

Dear Sir

When the four lane highway was laid out through the south end of Canby a three foot rise was thrown up in front of our place of business--The Canby Green Market. This has been a great inconvenience for our customers who have always had easy access to our place from the highway.

Many stop along the curb on the highway and come down over the bank, which is very inconvenient and also dangerous because of the danger of falling and someone could be injured.

We feel that if steps were constructed from the sidewalk to our driveway it would be a much safer approach to our place and a greater convenience.

This wall has been a detriment to our business because it has cut down the parking area in front of our store and limits only a few cars at a time from coming in and makes it impossible for the first car to get out if another should drive in behind or infront of the first car.

We believe that an inspection of the situation would help you to understand our problem and to see how practical and convenient steps would be.

Respectfully

Carl Schaarschmidt

CARL SCHAARSCHMIDT

4-12 [illegible] CS/da
[illegible]
10' [illegible]

RECEIVED
JUN 12 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
JUN 10 1964
FOR FILING

A. W. KILBORN
SUPERINTENDENT

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO
GMO 88330
O-PD-62-15

June 5, 1964

Forrest Cooper, State Highway Engineer,
Oregon State Highway Department,
Salem 10, Oregon

Dear Sir: Attention-Mr.T.W.Litchfield, Utility Liaison Engineer

Referring to your letter of May 19, Canby-Aurora Section of Pacific Highway east Federal-Aid Project F-53(8), regarding the improvement of Irving Street grade crossing at Barlow:

Attached State's letter of May 19 which has been approved by Mr. W. M. Jaekle, Assistant Vice President, with notation "with the understanding that reimbursement to Southern Pacific Company will be on basis of actual cost"; also, attached is Exhibit A and Exhibit B and a print of Portland Division Drawing B-497. Both signals at this crossing had to be relocated due to the width of the paved portion of the road aswell as paved shoulders. We have installed a complete creo gum crossing in lieu of headers with paving between the rails. Bill for recollectible items will be submitted as soon as work has been completed.

Yours truly,

AWKilborn

Orig. to Litchfield
with attachments
6-10-64

RECEIVED
JUN 3 1964
FOR FILING

Form PD-121 (11-58) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

NOTED
LLOYD P. SHAW

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 1, 1964

In reply refer to: 03-35.2-0

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-53(8), Canby-Aurora Section
Southern Pacific Company - R.R. Crossing Adjustment

Our memorandum dated May 13, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the railroad work included in the project estimate.

The agreement between the Southern Pacific Company and the State Highway Commission in the form of exchange of correspondence, dated May 19, 1964, by your department, and March 16, 1964, by the Southern Pacific Company, is approved effective May 29, 1964. Concurrently with this approval we also approve the plans and reimbursable work according to Exhibits A & B to your May 19, 1964 letter to Southern Pacific Company.

You now are authorized to proceed with actual adjustments for the above-mentioned railroad facilities effective May 29, 1964. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-3 dated August 15, 1955 and supplements thereto.

Orig [illegible]
Copy [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 29 1964
FOR FILING

F-53(8)

STATE COPY

9

[illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canby-Aurora Hill
Highway Pacific East
County Clackamas
Contractor Warren Northwest, Inc.
Address 9260 N.E. Hancock Drive
Portland 20, Oregon P.O. Box 767[illegible]

Date May 27, 1964
Contract No. 6272
Prefix 3-1089
F. A. Project No. F-53(8)
Order No. 4

The following work is hereby classified as "Extra Work" to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair fill slopes that have been gullied as a result of winter rains. Fill gullies with pit-run gravel in order to repair fill and prevent future erosion. Clean out drainage ditch along toe of fill, which ditch has been filled by material washed into it from the fill slope.

Location by station numbers

L Sta. 642 - [illegible]

Estimate of quantities and cost

Labor [illegible]
Equipment Rental [illegible]
Materials [illegible]
[illegible],000

Maximum rental rates to be allowed as per A.G.C. - [illegible] Agreement. Percentage allowed to be in accordance with the executed contract for this project.

Explanation: (Explain how the conditions which cause this work to be classed as "extra work")

The fill [illegible] area was completed last year, and the fill slope was seeded last fall, 1963. Due to erosion last winter a number of gullies or washes developed, and the material filled the drain ditch and which ditch must be cleaned out. No funds set up in authorization for this work. Work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$725,4[illegible]3.51
Present estimate of project cost, including $2,000.00 for work under this order	$725,4[illegible]
Expected under-run / over-run amount	$0.[illegible]
Expected under-run / over-run per cent	0.00

NOTED

Submitted by: /s/ Lowell [illegible] Johnston
Resident Engineer

Approval Recommended: /s/ C. T. Keasey
Asst. Division Engineer

Approval Recommended: /s/ G. L. [illegible]
Asst. Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
[illegible]
Office Engineer.

State Printing

Orig [illegible] Young 6-16-64

RECEIVED
MAY 20 1964
FOR FILING

May 19, 1964

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

Attention: Mr. E. A. Kendrew

Gentlemen:

Re: Canby-Aurora Section
Pacific Highway East
Federal-Aid Project F-33(8)
PUC Order No. 39137

Please disregard this Department's April 28 and May 6 letters on this subject and substitute the following in lieu thereof.

In response to your March 16, 1964, letter which suggests an exchange of communications in lieu of a formal contract on this matter, this is agreeable to the Oregon Highway Department.

In the pleadings before the Public Utility Commissioner as to Clackamas County's responsibility, it has been determined that the State will maintain this crossing and that Clackamas County will not be involved. The parallel encroachment and that covering the right-turn movement at the county road intersection should be in the name of the State.

It is agreed that the crossing shall be constructed with gum wood headers to provide flangeways and to contain the asphaltic concrete applied between the same. This is as indicated on the attached drawing, marked Exhibit "A", which by reference is made a part hereof.

This letter may be considered as the State's agreement to perform the work required by the Public Utility Commissioner's Order No. 39137 and subject to all terms thereof.

Your list of reimbursable items as appears on page one of your March 16, 1964, letter is hereby approved and by this reference is made a part hereof. A copy of the same is attached and marked Exhibit "B".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

attachments

APPROVED:

SOUTHERN PACIFIC COMPANY

By____________________________

By____________________________

CC: Mr. R. M. Williamson

bc Mr. Forrest Cooper
bc/att. Mr. J. N. Hershberger
Mr. T. W. Litchfield

RLP:ms

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

May 12, 1964

GMO 88330

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. R. L. Porter

Dear Sir:

Referring to your letter of April 28 and May 6 relative to alterations of Barlow grade crossing.

Suggest that your letter of April 28 be corrected in paragraph 2 regarding easement covering encroachment by highway to cover the parallel encroachment and right turn area only.

Since this is to be handled by an exchange of letters, would suggest that your letter of April 28 be resubmitted to include revised statement of encroachment and contain all the other items and should be on Oregon State Highway Department letterhead stationery.

Yours truly,

A W Kilborn

NOTED
R. L. PORTER

[illegible]
[illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 31 1964
FOR FILING

6272

1-30-64

L. Shaw

.AAM

CON MCE MIL 87 1-30-64 8:17A

F D MORGAN
E S HUNTER

NEW MOLALLA R BRIDGE ON CANBY-AURORA HILL SECT, PAC HWY E, TO BE OPENED TO SUXX SOUTHBOUND TRAFFIC TODAY. THIS PROVIDES FOUR LANE TRAFFIC THROUGHOUT THIS SECTION

C T KEASEY
LH
$..--.

NOTED
LLOYD P. SHAW

RECEIVED
JAN 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-63 49607

CONSTRUCTION DIVISION
JAN 29
M — B — E

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 28, 1964

SUBJECT: Canby-Aurora Hill Section
Pacific Highway East
Contract No. 6272
Fatal Accident

To:
Mr. F. D. Morgan
Construction Engineer
Salem

In response to your teletype of January 6, 1964, we are submitting herewith a report from Resident Engineer Lowell Johnston concerning the fatal accident which occurred at a point approximately 150 feet southerly from the southerly end of the Molalla River Bridge on the subject project.

Mr. Johnston's report is quite complete except for the mention of the "blinking light type barricades" mentioned in Officer Roger Harris's report of the accident. The Officer's report seems to indicate that barricades of the Cantel type with a blinking light attached were being used. This is not the case in that the blinking light fixtures were attached to some of the tall traffic cones being used in the diversion island. These cones were being used to help outline the island, and it was not intended that the blinkers should be turned on. None of the barricades in the northerly end of the island had any blinking light signal attached.

Since the date of the accident some of the blinking light Cantel type barricades have been installed and have been kept operating. This split from two lane to the four lane pavement was checked out both in daylight and at night by myself and by our Traffic Engineer Ron Failmezger before and since the accident, and we have been unable to determine any serious fault in the signing or striping which would contribute to the accident.

Enclosed also with Mr. Johnston's report are copies of the Officer's report and two sets of photographs of the signing and of the accident scene.

A. E. Johnson
Division Engineer

by C T Keasey

C. T. Keasey
Assistant Division Engineer

CTK:fb
Encls.
cc L. A. Johnston

FORM E-30X--50M--10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 28, 1964

SUBJECT: Canby-Aurora Hill Section
Highway 99E
Warren Northwest, Inc., Contractor
Contract No. 6272

To Mr. A. E. Johnson
Division Engineer
OFFICE

On Saturday, December 28, 1963 at about 9:30 P.M. an accident occurred on the above project at a point approximately 150 feet southerly from the southerly end of the old Molalla River Bridge. In this accident Mrs. Marilyn J. Kruse was injured and Mr. Donald Lingel was fatally injured. A car being driven southerly on the above highway by Mr. Walter Raymond Kruse with Marilyn J. Kruse, wife, as a passenger ran into the barricades at a point about 150 feet southerly from the south end of the old Molalla River Bridge. After the car driven by Mr. Kruse ran into the barricades and stopped, a number of people gathered in the vicinity of his car and two of which--Mrs. Kruse and Mr. Lingel--were struck by a northbound car driven by Donald Leroy Conner, which resulted in serious injuries to Mrs. Kruse and the fatal injury to Mr. Lingel.

This section of highway is under construction, the contractor being Warren Northwest, and as of the accident date-(December 28, 1963) we had a 4-lane highway through the city of Canby to a point approximately one-fourth mile north of the northerly end of the old Molalla River Bridge and from which point the 4-lane is reduced to a 2-lane highway across the old Molalla River Bridge, as the new bridge to carry southbound traffic had not been completed. Southerly from the southerly end of the old Molalla River Bridge we make a transition from the 2-lane roadway to a 4-lane roadway as the base pavement has been placed for a 4-lane roadway from a point near the southerly end of the old Molalla River Bridge. Enclosed herewith find two copies of accident report made out by the Clackamas County Sheriff's office and also eight pictures, some of which were taken northerly from the accident scene and which pictures show signing located on the old structure, as well as reflectorized barricades and other traffic control devices at the site of the accident, while some of the pictures show scenes looking northerly towards the southerly end of the old Molalla River Bridge.

This contract for widening of this section of highway is under contract to Warren Northwest, Inc. Prior to the shifting of traffic from the 2-lane to the new four-lane section south of the bridge our Sign Department was contacted, and the signing and striping was as laid out by their signing and striping crews from the Sign Department. The barricades used were black and white cross hatched and which barricades were also reflectorized. In addition to the reflectorized barricades the area between the north and southbound lanes was outlined with a solid yellow painted traffic stripe. A number of sand filled, yellow reflectorized sacks were also located at intervals inside the island area and in close proximity to the solid yellow traffic line. There were also a number of yellow rubber cones placed along the island outline to further assist in outlining the island area. At the northerly end of the island area we had a reflectorized "KEEP RIGHT" sign to direct southbound traffic as well as a solid white shoulder stripe on the right hand side of the southbound lane.

This plan of traffic control is similar to others in the state and was considered adequate to properly direct traffic from the two-lane to the four-lane roadway southerly from the end of the bridge.

Lowell A. Johnston
Resident Engineer

LAJ/lh
Enc.

JAN 1964

JAN 1964

JAN 1964

JAN 1964

JAN 1964

JAN 1964

Canby-Aurora Hill Section.
Hwy. 99 E. Picture Taken
Jan. 3, 1964
Looking Southerly Across the
Old Molalla River Bridge.

Canby-Aurora Hill Section.
Hwy. 99 E. Picture taken
January 3, 1964
Looking Southerly from a Point
On the old Molalla River Bridge.

Canby-Aurora Hill Section
Hwy. 99 E. Picture Taken
Jan. 3, 1964
Looking Southerly from the
Southerly End of the old
Molalla River Bridge.

Canby-Aurora Hill Sec.

Canby-Aurora Hill Section
Hwy. 99 E Picture Taken
Jan. 3, 1964
Looking Northerly towards old
Molalla River Bridge from a point
Approx. 0.35 mi Southerly from
Southerly end of bridge.
"End 4 Lane" Sign Located Approx.
0.3 mi Southerly from Southerly
End of Bridge.

Canby-Aurora Hill Section
Hwy. 99 E. Picture Taken
Jan. 3, 1964
Looking Northerly towards old
Molalla River Bridge.

Canby-Aurora Hill Section
Hwy 99 E. Picture Taken
Jan. 3, 1964
Looking Northerly toward
Southerly End of old
Molalla River Bridge.

JAN 1964

JAN 1964

Canby-Aurora Hill Section
Hwy. 99E. Picture Taken
Jan. 3, 1964.
Looking Northerly towards
old Molalla River Bridge.

U86

Canby - Aurora Hill Section
Hwy 99E Picture Taken
Jan. 3, 1964
Looking Northerly towards
old Molalla River Bridge.

U86

RECEIVED
JAN 30 1964
FORM E-123X 50M 3-63

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6272

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 27, 1964

B. N. Peterson Concrete Contractors, Inc.
1145 Duffield Heights Avenue
Salem, Oregon

Attention: Mr. B. Knox,
President

Gentlemen:

You recently asked for reimbursement in the amount of $185.09 for costs incurred in the removal and replacement of a manhole base at Station 642+28 on the Canby-Aurora Hill Section, Contract No. 6272.

A detailed report from our field engineer reveals the following concrete strengths as determined from cast cylinders at time of base pour on both this manhole and the one at Station 533+65 which you also removed.

	Sta. 642+48	Sta. 533+65
Date of Pour	July 19, 1963	August 20, 1963
7 day break, lbs. per sq. in.	1165	- - -
8 day break, lbs. per sq. in.	- - -	1450
14 day break, lbs. per sq. in.	1555	1590
21 day break, lbs. per sq. in.	1650	- - -
28 day break, lbs. per sq. in.	2085	2215

The instructions to remove the manhole bases at these two locations were issued after receipt of the above test results from our Central Laboratory. With a specification requirement of 3300 p.s.i. for this Class "A" concrete, we must agree the instructions were in order.

In addition to the above tests, the low strengths reported from cylinders cast at Station 642+48 prompted additional coring. This core, taken by our Division forces on August 26, 1963, was broken in two parts by our Central Laboratory. On September 5, 1963 (age 47 days) the first break showed 545 psi. On January 1, 1964 the second break showed 2145 psi.

NOTED
LLOYD P. SHAW

In view of the above, we believe the actions taken by the State in this instance were justified and your claim must be denied.

Very truly yours,

F. D. Morgan
Construction Engineer

By G L Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw ✓
A. E. Johnson

FORM E-30X 90M 3-63 40606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1964

SUBJECT: Canby-Aurora Hill Section
Pacific Highway East
Contract No. 6272

To: Mr. A. E. Johnson
Division Engineer
State Highway Department
P. O. Box 4727
Portland, Oregon 97202

A copy of December 1 letter from B. Knox, President, E. N. Peterson Concrete Contractors, directed to the Oregon State Highway Commission is attached. This letter, which is self-explanatory, asks reimbursement for removing and replacing, on orders from the engineer, concrete in the bottom of a manhole at Station 642+48 which the contractor believes met our specifications.

Will you please supply this office at your earliest convenience with a report on this claim. The report should include your recommendations on payment along with documented data surrounding the case. With these data at hand, a meaningful and positive reply to Mr. Knox can be drafted.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc Lloyd Shaw

E.N. PETERSON CONCRETE CONTRACTORS, INC
1145 Duffield Hts Ave.
Salem, Oregon

Shaw

NOTED
R.L. PORTER

Dec. 1, 1963

CONSTRUCTION DIVISION
RECEIVED
JAN 7
NOTED ☐ CE ☒ ADE ☐ ACE ☐ ☒ COE

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Canby - Aurora Hill Section # 6272

We were informed by your Inspector Mr Bill Nelson on the above project to remove and replace the concrete bottoms in two manholes Station 533+65 and Station 642+48. We ask Northwest Testing Laboratories to cut out a core and test the concrete bottoms in accordance with ASTM C42-61. Their finding are attached.

Station 533+65	2070
Station 642+48	4340

Therefore we feel that the concrete bottom in the manhole at Station 642+48 did meet the standards required by the Oregon State Highway Department and ask reimbursement for the following.

Concrete	2 cuyds		30.80
Dragline	2 hrs		22.20
Jackhammer	2 hrs		5.00
Pickup	4 hrs		7.20
Pipe Layers	8 hrs	3.25 per hr	26.00
Foreman	4 hrs	4.25 per hr	17.00
Payroll Additives	13% of	$43.00	5.59
Northwest Testing Lab	½ of	94.33	47.16
			160.95
	15% Overhead		24.14
	Total...............		$185.09

B. Knox
B. Knox Pres.

cc Lowell A Johnston, Res. Engr.
Warren NorthWest Inc.
Attachment

NORTHWEST TESTING LABORATORIES
4115 N. MISSISSIPPI AVENUE
PORTLAND 17, OREGON

MATERIALS INSPECTION
CONSTRUCTION INSPECTION
PHYSICAL TESTING
CHEMICAL ANALYSIS

WELDING CERTIFICATION
ASSAYING
SOIL TESTING
BACTERIOLOGY

November 7, 1963

Peterson Construction Co.
1145 Duffield Heights
Salem, Oregon

Subject: Testing of Concrete cores cut from manhole, Canby Oregon.

Report:

This core was tested in accordance with ASTM C42-61.

Marked	Size	Compressive Strength p.s.i. Corrected for L/D
No. 1 Station 533+65	6'D x 9.5" L	2070
No. 2 Station 642+48 (Specimen submitted)	3" D x 5.5" L	4340

Respectfully submitted,

NORTHWEST TESTING LABORATORIES

Charles R. Lane

Charles R. Lane,
Manager

Cert. No. 64035

ESTABLISHED 1890

NORTHWEST TESTING LABORATORIES
Inspecting Engineers - - Chemists
ATLANTIC 2-0929
4115 N. MISSISSIPPI AVENUE
PORTLAND 17, OREGON

STATEMENT:
~~INVOICE TO~~

Peterson Construction Company
1145 Duffield Heights
Salem, Oregon

DATE November 20, 1963
REF. NO. 8844

TERMS: NET CASH, NO DISCOUNT

Invoice #8844 dated September 30, 1963	
Cores at Canby, Oregon September 30, 1963	$ 94.33

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DEC 17 1963
FOR FILING

Salem, Oregon
December 5, 1963

Agenda Item 1f-1

File No. 34971 - Park
Canby-Aurora Section
Pacific Highway East
Clackamas County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of a Grant of Access to the Vona Faye and Roy O. Park property on the Canby-Aurora Section of the Pacific Highway East in Clackamas County.

A conformed copy of the above Grant of Access has been retained in this office.

Secretary

rn
Attach: 2

RECEIVED
NOV 19 1963

FOR FILING

C-32(X)

6272

November 18, 1963

Warner Grange No. 117
Route 1, Box 34A
Oregon City, Oregon

ATTENTION: Wanda Fink, Secretary

Gentlemen:

Your October 23 letter addressed to the Clackamas County Board of Commissioners requested better warning signs and lighting on the current improvement of Highway 99E, south of Canby.

An investigation of this condition was requested from our field personnel. A report has been received indicating improved conditions. Also that our Resident Engineer, Lowell A. Johnston, conducted Mr. and Mrs. Fink over the project on November 7 to explain at first hand various factors, particularly in regard to signing, lighting, and traffic movement. We understand the Finks expressed satisfaction with present conditions.

The safe movement of traffic through construction areas is always a matter of utmost concern to us. Though it is the intent to exercise every possible precautionary measure, we sometimes fall short of desired results. The close proximity of the old pavement to the new construction undoubtedly complicated the traffic problem in this instance.

We greatly appreciate your interest in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Clackamas County Board of Commissioners
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

GLD:bjm bbc

FORM E-30 50M 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1963

SUBJECT: Canby-Aurora Hill Section
Pacific Highway East
Clackamas County
Contract No. 6272

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Division II was contacted immediately upon receipt of your November 4 letter asking for investigation of protest emanating from Warner Grange No. 117. The protest was of temporary signing on the subject project.

Copies of reports on the matter from Lowell A. Johnston, Resident Engineer, and C. T. Keasey, Assistant Division Engineer, are attached. They are self-explanatory.

Rough drafts of proposed letters to the Grange and Clackamas County are also attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

RECEIVED
NOV 1 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 3-63 40607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
NOV [illegible] 1963
D

Portland, Oregon
November 12, 1963

SUBJECT: Canby-Aurora Hill Section
Pacific Highway East
Contract 6272

To: Mr. F. D. Morgan
Construction Engineer
Salem

Attention: G. L. Decker

Reference is made to the protest received from the Warner Grange No. 117 regarding the temporary signing which was in use on the subject project.

We have investigated this complaint and find that at the time the complaint was made--that is, October 18--there very possibly were grounds for their action. This project has been under construction with the new facility being constructed adjacent to and over the old pavement, which has required considerable shifting of traffic and very temporary detours.

The base paving is now being completed for the full 4-lane facility excepting that portion immediately adjacent to and across the Molalla River Bridge. Traffic is now using the 4-lane pavement through Canby and the northbound lanes from Canby south to the end of the project at Aurora Hill. This portion has been striped with centerline and shoulder stripe throughout and is performing adequately as a 2-lane section. Within the next few days it is anticipated that the base paving will be completed on the southbound lanes except for the portion at the bridge, and at that time southbound traffic will be diverted to the southbound lanes south of the bridge for the rest of the project. It is anticipated that the bridge construction will be completed sometime around the end of December or the first part of January, and it may be possible at that time to route southbound traffic in their proper lanes throughout the entire project. This will require a small amount of base paving at the bridge approaches and some restriping. However, the use of the bridge for the balance of the winter season would eliminate the double bottleneck on either side.

On Thursday, November 7, Lowell Johnston, Resident Engineer, contacted Mrs. Fink, Secretary of the Warner Grange, and conducted Mrs. Fink and her husband over the project, explaining the various factors regarding signing, lighting and striping as they now exist and the proposal to use the southbound lanes as soon as possible. Mrs. Fink stated that they were satisfied with the condition as it now exists.

A. E. Johnson
Division Engineer
by

C T Keasey

C. T. Keasey
Assistant Division Engineer

CTK/lh
Enc.
cc: Lowell Johnston

FORM E-30X 50M 3-63 48608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 8, 1963

SUBJECT: Warner Grange Complaint on
Traffic Conditions
Canby-Aurora Section

To: Mr. A. E. Johnson
Division Engineer
OFFICE

Under date of October 21, 1963 Warner Grange No. 117 through their secretary, Mrs. Wanda Fink, wrote to the Board of Commissioners of Clackamas County complaining about signing and lighting conditions on the Canby-Aurora section of Highway 99E, the widening of which is now under construction. The Clackamas County Commission then forwarded the letter of complaint from the Grange to the Highway Department, and after going through proper channels in the Highway Department the complaint reached this office early this week.

At the time that the letter was written by the Grange it was necessary to do considerable shifting of traffic on this section of highway which is under construction, and it appeared that the signing and lighting was adequate to direct traffic through the project, but apparently the Grange members were not entirely satisfied with the condition.

During the course of construction the traffic pattern changed from day to day, and since the middle of October we have done considerable paving on the project, and traffic conditions have been improved considerably since then. We now have all of the base paving on the easterly side of the highway and which pavement has been striped with a center stripe as well as the shoulder stripes throughout the length of the project. The new bridge under construction across the Molalla River has not been completed as of this date, so that of this writing from Elm Street, to the northerly end of the project, to just north of the Molalla Bridge we have both lifts of pavement in place and the roadway is striped for 4-lane. From just north of the bridge to south of the old bridge it has been necessary to maintain a 2-lane roadway using the old bridge to cross the Molalla River, and this 2-lane traffic condition continues on to the southerly end of the project at the top of Aurora Hill. With three or four days of suitable paving weather it will be possible to have a 4-lane highway from south of the river to the southerly end of the project; and as soon as the new bridge is completed, which is expected to be done about January 1, 1964, we expect to have 4-lane traffic on the base pavement throughout the project.

On Thursday November 7, 1963 I took Mrs. Fink, Secretary of the Warner Grange, and her husband over the project and explained the various factors on the project particularly as regards signing, lighting, and traffic striping as it now exists on the project. They both expressed the opinion that the project is now satisfactorily signed and striped and appeared to be pleased with the conditions as they now exist.

Lowell A. Johnston
Resident Engineer

LAJ/lh

RECEIVED
NOV 6 1963
FOR FILING

November 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering directional signing on the Canby-Aurora Hill Section of the Pacific East Highway in Clackamas County, Contract No. 6272 in connection with Federal-Aid Project No. F-53(8).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb

Enc.

FORM E-123X 30M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
DON HARWELL

October 25, 1963

RECEIVED
OCT 29 1963
ENGINEER
COUNTY & CITY DIVISION

Board of Commissioners
Clackamas County
County Court House
Oregon City, Oregon

Attention: Mr. Lenard Taylor
Land Agent

Contract 6272
Completed 8/20/64

Dear Sirs:

We have received your letter of October 18, 1963 in regard to approaches to Riverside Avenue near Station 569 on the Canby-Aurora Section of the Pacific Highway East.

Our construction plan does not include construction of approaches to Riverside Avenue. As you have indicated, the street is not open on the ground, and as a general practice this type of approach is not constructed unless called for by agreement. At such time as the approaches are required, application can be made through our local maintenance representative for a permit to construct.

If further clarification is desired, it is suggested that you communicate with Mr. A. E. Johnson, Division Engineer, in Milwaukie.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

GCW:ra

cc: A. E. Johnson
H. S. Cox

NOTED

Rf1 Box 34A

Oregon City, Oregon

RECEIVED

October 21, 1963

Board of County Commissioners

Commissioners of Clackamas County,

NOTED
LLOYD P. SHAW

Dear Sirs:--

The members of Warner Grange # 117 passed a motion at their regular business meeting Friday evening Oct, 18, for me to write your office requesting that you see that the contractors and Hiway Dept put better Warning signs and better lighting for Detours on the unfinished portion of 99E at the South end of Canby and the top of the hill toward Aurora. There have been many near accidents there. It is very dark + dangerous.

Thank you,
Wanda Fink Sec, Warner # 117

RECEIVED
OCT 29 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F 53(8)

62 13

October 21, 1963

File No. 34971 - Park
Canby-Aurora Section
Pacific East Highway
Clackamas County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Attached are three copies of our Information for Grant or Indenture of Access sheet requesting a point of access on the Pacific Highway East, No. 1E, near Canby. The access point is to be granted at Station 537+30 (Milepost 21.678).

The right of way for this section of highway was acquired under Project No. F-53(7). Construction was accomplished under Project No. F-53(8) Canby-Aurora Hill Section, Pacific Highway East, Clackamas County.

Sufficient access on this project was to be granted to adequately serve all adjacent properties. The subject property is located within the city limits of Canby and it has been determined that an additional point of access is needed to serve an existing "Wash and Dry" business as well as a vacant lot which is planned for business development.

We would appreciate receiving your approval by returning the original, signed copy of the information sheet to this office. Your area engineer has reviewed this change in the field and has indicated that he would recommend approval.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Laurence A. Holt
Administrative Right of Way Agent

LLOYD F. SHAW

LAH:DHM:SM
cc: Lloyd Shaw ✓
L. H. Young
L. I. Lindas

RECEIVED
OCT 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1963

FOR FILING

6272

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1963

SUBJECT: Canby-Aurora Hill Section
Pacific East Highway
Contract No. 6272

To: MEMO TO THE FILES

The placing of base rock and A.C. paving on this project is at a stage where, due to cool, damp weather, the use of a binder course as called for on the typical section is of doubtful value and could result in delay of the operation on certain sections. Assistant Division Engineer, C. T. Keasey called yesterday to discuss the condition.

It was agreed that where no benefit would be gained in attempting to use a binder course that it could be eliminated. Judgment would be used in determining sections for elimination of the binder, and care would be taken to preserve a firm level condition of the rock level course directly ahead of the A.C. placing. The final records would list areas where no binder was used.

This procedure meets with the contractor's approval. It was also discussed with Mr. Gordon Brooks of the Bureau of Public Roads, and his concurrence obtained.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
Gordon R. Brooks
C. T. Keasey
Lowell Johnston

RECEIVED
OCT 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY OF CLACKAMAS

Board of Commissioners

COUNTY COURT HOUSE — OREGON CITY, OREGON

DARRELL JONES, Chairman
S. C. ELY, Commissioner
FRED STEFANI, Commissioner

Phone OLive 6-2641

October 8, 1963

NOTED
H. S. COX

Mr. Cy Cox
State Highway Department
Salem, Oregon

NOTED
DON HARWELL

Dear Sir:

Enclosed is a copy of a letter we received regarding the improvement being made on the State Highway southwest of Canby. Also enclosed is map of the area concerned.

Riverview Avenue is not on the ground at present, but is dedicated to the public. We feel that you should be aware of this situation.

Sincerely,

Leonard Taylor

Leonard Taylor
Land Agent

LT/ls
Enc.
cc: Jack, Goodwin & Anicker
Oregon City, Oregon

NOTE:
See Sheet 4 (Attached)
Canby - Aurora Hill Sect.
Pac. Hwy. East
DonH

Copy to Baker
10-11-63

RECEIVED
OCT 9 1963
ENGINEER
COUNTY & CITY DIVISION

JACK, GOODWIN & ANICKER
LAWYERS
SUITE 200 SMITH BUILDING
704 MAIN STREET
OREGON CITY, OREGON

GLENN R. JACK
JAMES O. GOODWIN
JOHN C. ANICKER, JR.
ALAN R. JACK

TELEPHONE
OLIVE 6-1491

2 October 1963

NOTED
R. H. FRANCE

NOTED
DON

Fred Steffani
County Commissioner
Clackamas County Courthouse
Oregon City, Oregon

Re: 99E Improvement just south of Molalla River

Dear Fred:

Mr. and Mrs. Stanley Dunn, Sr. of Route 2, Box 52, Canby, have consulted us about the apparent failure of the Highway Department to honor the rights of the County and the public in Riverview Avenue by allowing access and providing an entryway to and from the improved highway for such avenue, which runs parallel with the Molalla River and provides the only decent access for future development of Tracts 1, 2 and 3, First Addition to Barlow, according to the plat of Newell, Gossett & Walsh on record in the Courthouse.

The area in question consists of many acres, and while the street as originally platted is only 25 feet, it is my feeling that unless the Highway Department makes allowance for this avenue, there will be a lot of trouble and expense in the future development of this valuable property along the outskirts of Canby.

I would appreciate it if you would look into the matter, and if you deem it wise, take it up with the Highway Department.

Very truly yours,

JACK, GOODWIN & ANICKER

James O Goodwin
James O. Goodwin

JOG/g

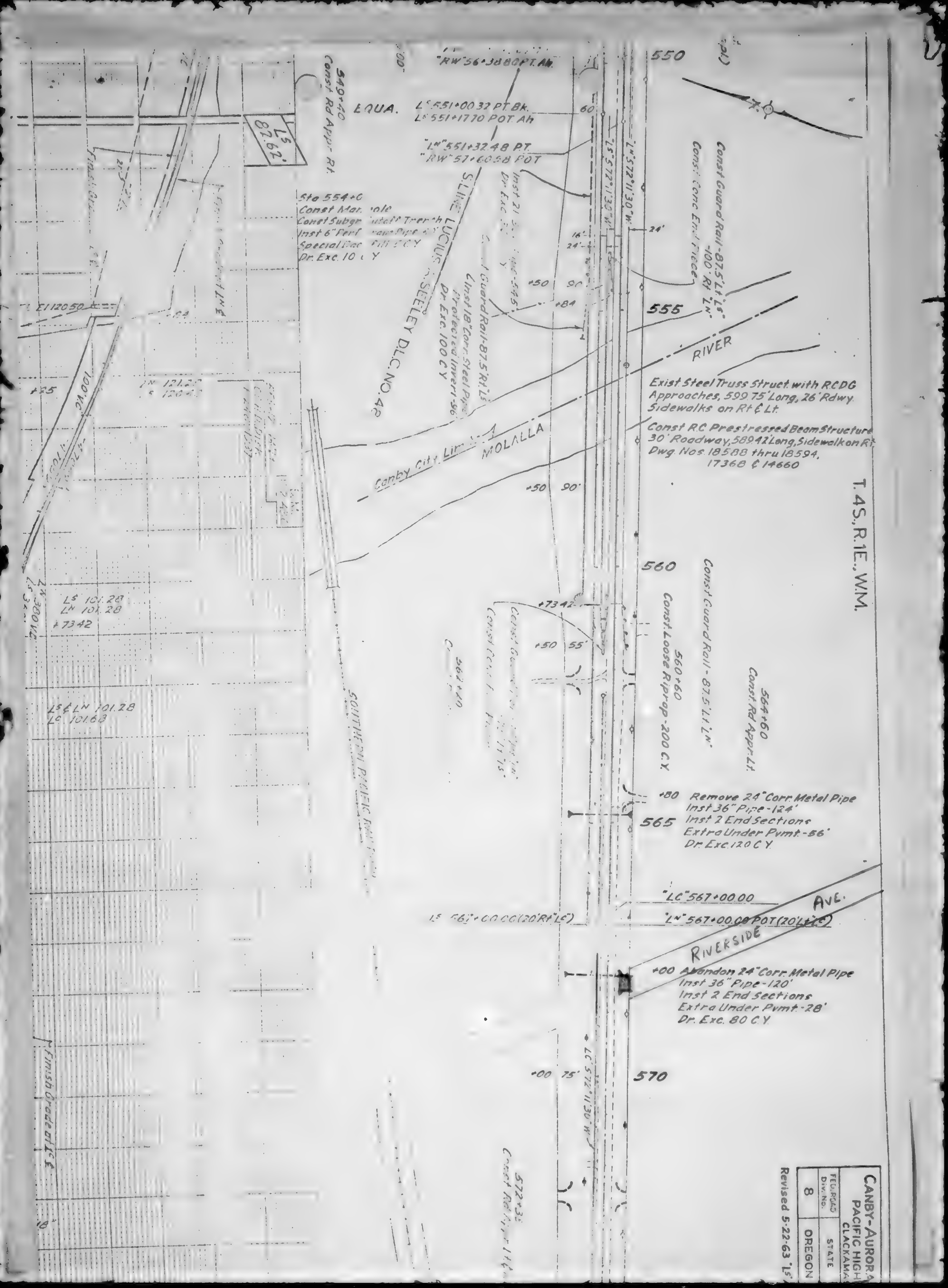
NOTED
R. M. ALLISON

NOTED
V. R. JONES

RECEIVED
OCT 9 1963
ENGINEER
COUNTY & CITY DIVISION

Copy to Barbee
10-11-63

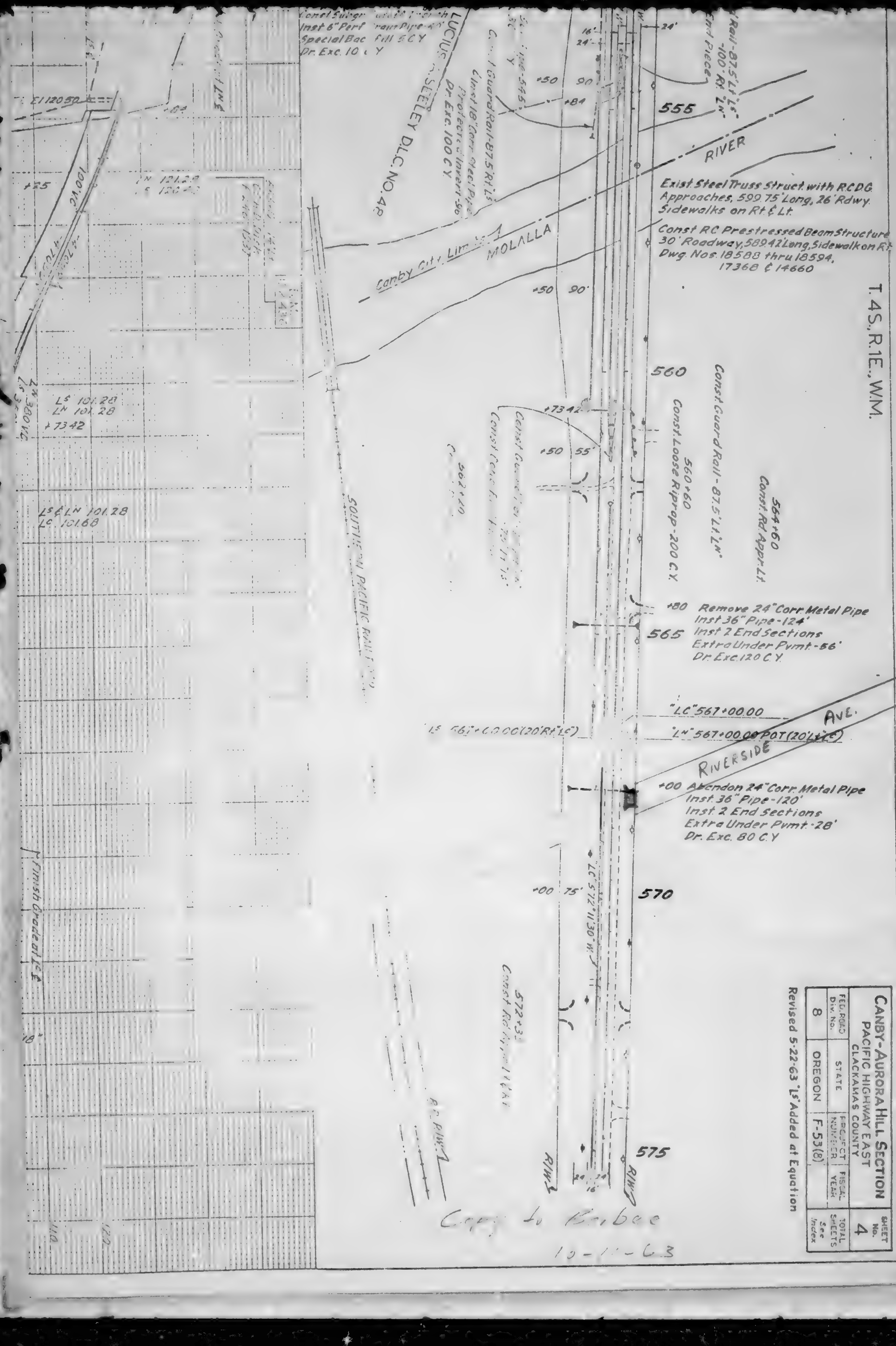
Talked to George Wilcox about this. This road may be opened by permit when owners involved apply. R.B.C.



CANBY-AURORA
PACIFIC HIGH
CLACKAMA

FED. ROAD DIV. NO.	STATE
8	OREGON

Revised 5-22-63 "Ls"



Copy to Bribee
10-11-63

CANBY-AURORA HILL SECTION
PACIFIC HIGHWAY EAST
CLACKAMAS COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	OREGON	F-53(8)		4	See Index

Revised 5-22-63 "Ls" Added at Equation

7V-16-1.10

RECEIVED
SEP 30 1963

FOR FILING

[illegible]

6272

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1963

SUBJECT: Indenture of Access
Canby-Aurora Section
Pacific Highway East

To: Mr. Lloyd P. Shaw
Ass't State Highway Engineer
BUILDING

Herewith indenture of access, a check for $5.00, sketch map and pertinent correspondence all pertaining to a request from Vona and Roy Park for an additional access in Canby. This section is currently under contract and the Parks have requested an additional access to provide facilities for areas which are being subdivided. Under our right of way negotiations, we provided the parties with five accesses and no money was paid for control of access. These prople now wish to subdivide their property and have requested this access in order to properly serve the subdivision areas.

Due to the fact that the contractor is now constructing curbs in this area, we have authorized the field to place a depressed curb at the point requested, in the anticipation that approval will be granted for this additional access.

It is the recommendation of the Division and approved by this office that this indenture be granted.

F. D. Morgan
Construction Engineer

EAP:db
Attach.
cc: Walter T. Wright
G. W. Ross

RECEIVED
SEP 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

File To Morgan
9-30-63

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

Date September 5, 1963
File No. 34971
Section Canby - Aurora
Highway Pacific East
County Clackamas

1. Original Grantors: Vona Faye and Roy O. Park
2. Present Owners: Vona Faye and Roy O. Park
3. Address of Present Owners: 3776 Depot, Oregon City, Oregon
4. Are deed copies attached which will complete chain of title? Yes, on file in Salem
5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?

NONE

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
537 + 30	Easterly	40' 32'	Unrestricted	No

7. Reason for ~~change~~ additional of Access: To provide proper access to serve property.
8. Will change affect safety of use or highway traffic capacity? Explain.
   This proposed access is necessary to serve the property, as it is being subdivided.
9. Filing fee of $5 is enclosed Yes. Fee is waived No. Road Approach Permit is attached Yes.
10. State will construct Yes. Estimate of cost and check in amount of $ -- attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state None.

RECOMMENDED:

D M S Resident Engineer

Division Engineer

Construction or Maintenance Engineer

APPROVED:

Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

Rev. 5/63

RECEIVED
SEP 13 1963

FOR FILING

HPR PROGRESS RECORD

(GON STATE HIGHWAY DEPARTM T
Materials Division

Laboratory Report

Project	Canby-Aurora Hill		Prefix No.	3-1089
Highway	Pacific East		County	Clack.
Contractor	Warren NW Inc.	Contract No. 6272	F. A. Project No.	F-53(8)
Submitted by	Dan Gano		Date Reported	Sept. 10, 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Sta. 575+00

To be used Base Surfacing

Sampled by Graddy

Sampled at Grade 3'-15'-30' rt. on 9-5-63

Date received Sept. 6, 1963

Quantity represented

TEST RESULTS

Laboratory No. 655908

Data Sheet No. A12643

Type of material Crushed Gravel 1½-0

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	1.7	1.7	
1	11.3	13.0	
¾	15.0	28.0	
½	9.6	37.6	
¼	16.7	54.3	
4	8.2	62.5	
10	14.0	76.5	
40	15.0	91.5	
80	4.4	95.9	
200	1.7	97.6	
Pass	2.4	2.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	17	%
Manufactured fines		%
Fracture	45+	%
Sand equivalent	44.9	
Oregon air degradation: Pass No. 20		%
Height		in.

Date sampled

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
x Resident Engineer A. E. Johnson
x Dist. Maint. Supt. L. Johnston
Foreman
Geology and Soils
x Files
x
x Gano

State Printing 43210

Engineer of Materials

RECEIVED
JUL 26 1963
FOR FILING

6272

July 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering salvage and reinstallation of right of way fence on the Canby - Aurora Hill Section of the Pacific East Highway in Clackamas County, Contract No. 6272 in connection with Federal-Aid Project No. F-53(8).

Relocation of the fence at an early date is necessary to confine owners stock and to clear for construction. Relocation of the fence is in accordance with the Right of Way settlement. The property was under condemnation proceedings at the time of contract award and no bid item was set up for the work. No additional or special benefit will accrue to the property owner because of this work.

This work was verbally approved by the BPR District Engineers July 10, 1963, and the Field was authorized to proceed with the work as an emergency measure. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pac

RECEIVED
JUL 26 1963
FOR FILING

6272

July 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering salvage and reinstallation of right of way fence on the Canby - Aurora Hill Section of the Pacific East Highway in Clackamas County, Contract No. 6272 in connection with Federal-Aid Project No. F-53(8).

Relocation of the fence at an early date is necessary to confine owners stock and to clear for construction. Relocation of the fence is in accordance with the Right of Way settlement. The property was under condemnation proceedings at the time of contract award and no bid item was set up for the work. No additional or special benefit will accrue to the property owner because of this work.

This work was verbally approved by the BPR District Engineers July 10, 1963, and the Field was authorized to proceed with the work as an emergency measure. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pac

RECEIVED
JUL 3 - 1963

FOR FILING

F-53(8)

6272

July 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Canby-Aurora Hill Section of the Pacific East Highway in Clackamas County, Contract No. 6272 in connection with Federal-Aid Project No. F-53(8).

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH

L. H. Young
Office Engineer

DBP:mb
Enc.

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
R. JONES

June 10, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention: Mr. Theodore Dec

Re: Canby-Aurora Hill Section
Pacific Highway East

Dear Sir:

This letter is to supplement Mr. Lindas' letter of May 10, 1963, regarding the subject project. Due to the fact that a State-City agreement is not required, parking and traffic control regulations were not covered in the above letter. This is to advise you that within the city limits of Canby the State will permit parallel parking only on both sides of the project. There are no signals or other control devices involved.

Should there be any future changes in parking or traffic control regulations, the State will obtain prior approval from the Bureau of Public Roads.

Very truly yours,

H. S. Cox
County and City Engineer

JG:eb

RECEIVED
JUN 26 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

June 10, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project F-53(8)
Canby-Aurora Hill Section
Grading, Paving & Structure

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6272 to Warren Northwest, Inc., of Portland, Oregon, low bidder in the amount of $625,920.90 at the June 4, 1963 bid opening.

Mr. Litchfield's May 28, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our May 13, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

The formal statement of traffic control measures to be adopted on the street section within Canby, as requested in our May 13, 1963 memorandum, was furnished in Mr. Cox's letter of June 10, 1963.

NOTED
R. L. PORTER

Although all rights-of-way or rights-of-entry have been acquired, we understand, from Mr. Wright's May 6, 1963 letter, that the following areas occupied by buildings will not be available to the contractor until July 1, 1963.

TO BE REMOVED BY CONTRACTOR

File No.	Building	Station	Possession Date For Contractor
34983	Concrete block bldg. Frame shed	591+50 (South) 592+00 (South)	7-1-63 7-1-63
34985	Frame cafe bldg.	604+25 (South)	7-1-63

TO BE REMOVED BY OTHERS

File No.	Building	Station	Possession Date For Contractor
34877	Block cafe bldg.,	579+80 (North)	7-1-63

MORE

original To Young
cc Wright
Morgan 6-12-63

F-53(8) - Cont'd.

File No.	Building	Station	Possession Date For Contractor
34982	House	590+15 (South)	7-1-63
	Service Station	590+75 (South)	7-1-63
34981	Concrete block bldg.	589+00 (South)	7-1-63

By that time, the buildings will either have been removed from the right-of-way by others or be available for the contractor to remove. Inasmuch as these parcels are not in their entirety available for occupancy by the contractor we can concur in award only on the basis of a finding in the public interest as required by paragraph 9e of PPM 21-6.3.

We believe that allowing the owners of the buildings a reasonable amount of time to relocate and then disposing of the improvements is in the public interest. This is due to a condition over which you had no control as the property had to either be condemned or the option requirements prevented earlier acquisition. There is an urgent need to advance this project to the physical construction stage to avoid loss of valuable time during the middle of the 1963 construction season. The inability to occupy and use the above-mentioned portion of right-of-way will not hamper the operation of the contractor or add to the cost of the project. The contractor will be able to prosecute the work on the project in an economical and orderly manner.

NOTED
R. L PORTER

LLOYD SHAW

[illegible]

RECEIVED
MAY 31 1963
FOR FILING

COMMISSIONERS
G[illegible] J[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F-53(8)
6272

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 29, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Right of Way Status
Canby — Aurora Hill Section
Pacific Highway East
Clackamas County

Dear Sir:

This will inform you that an option has been obtained on right of way file No. 34971-Parks, thus completing acquisition of all properties required for construction of subject project.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mk

cc: R. L. Porter
L. H. Young
L. I. Lindas

NOTED
R L PORTER

RECEIVED
MAY 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1963

FOR FILING
F-53(8)
6272

477 Cottage Street, N. E.
Salem, Oregon

May 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project F-53(8), Canby-Aurora Hill Section
Grading, paving, & structure

P. S. & E. documents for the subject project are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that relocation advisory assistance has been provided and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's May 6, 1963 letter except for one parcel on which negotiations are in progress or condemnation suits will be filed. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

Mr. Lindas' May 10, 1963 letter indicated that a city agreement was not required for the City of Canby. In lieu of such an agreement, your formal statement of traffic control measures to be adopted on the street section within Canby should be furnished prior to our concurrence in award.

We are in receipt of a copy of P.U.C. Order No. 39157, dated March 25, 1963, in connection with the Barlow Road Grade Crossing, and the Southern Pacific Company's April 5, 1963 letter granting right-of-entry onto railroad property. Authorization to proceed with the railroad work included in the project is withheld until the preliminary copy of a satisfactory railroad agreement is furnished to this office.

We hereby approve the agreement, as evidenced by Mr. Litchfield's letter dated February 19, 1963 and the Western Union Telegraph Company's letter dated April 22, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated May 1, 1963. Our program memorandum dated May 7, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the Western Union Telegraph Company effective on this date. Approval and reimbursement for the eligible portion of the work is subject to

original to Young
with attach.
cc Gifford
5-20-63

NOTED
LLOYD P. SHAW

to the provisions of PPM 30-3 dated August 15, 1955 and supplements thereto.

Your May 7, 1963 status of utility adjustments indicates that there may be a delay in connection with the adjustment of the facilities of the Canby Telephone Association. Authorization to advertise is with the understanding that this delay will not in turn delay the contractor's operations as verbally indicated by Mr. Litchfield. If it becomes evident, from a further review of the plans, that there will be a delay to the contractor, the special provisions should be revised to inform the bidders of the probable delay to their operations and that such delay is considered cause for an extension of contract time.

Your May 7, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated with the remaining utilities. Evidence that satisfactory agreements have been reached in connection with utility adjustment included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

The mere showing of the dotted line in the typical sections indicating a future 1-½" asphaltic concrete wearing surface shall not be construed as being an agreement or documentation of project records as to the ultimate pavement structure design which will be eligible for Federal-aid participation.

For the prestressing reinforcement on the Molalla River Bridge, the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANCE

NOTED
[illegible]

May 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Canby-Aurora Hill Section
Pacific Highway East

ATTENTION: Theodore Dec

Dear Sir:

I have been asked to write you concerning the necessity of an agreement with the City of Canby and the City of Barlow in connection with the improving of Highway 99 East through these two Cities.

I have been informed by the engineers that the Highway Department is already the owner of the right of way through these Cities, and the highway improvement will not necessitate the acquisition of additional properties.

This being so, it is the considered opinion of the undersigned that there is no need for an agreement with either Canby or Barlow in connection with the project.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm
cc: Si Cox

Copy to Gifford 5-10-63

RECEIVED
MAY 17 1963

FOR FILING

F-5[illegible]

6292

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

May 8, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-53(7) Canby to Aurora Section -
Parcels 34978 and 34979

A review of State records indicates that a settlement of $540 has been made on the right-of-way acquisition involving Parcel 34978. A settlement of $1,860 has been made on the taking on Parcel 34979. Your records indicate that Parcel 34978 is owned by C. A. Bauman and Glenn Onion, dba Aurora Ready-Mix Concrete. Parcel 34979 is owned by Hiway Products, Inc. (Oregon corporation). The president of this corporation is C. A. Bauman, and the secretary-treasurer is Glenn Onion. Hiway Products, Inc. has a leasehold interest in Parcel 34978 and, in addition, owns the building on that parcel.

The takings from these two parcels involve narrow strips of right-of-way. However, a damage of $1,575 was originally allowed on the Bauman and Onion parcels (34978) because a building would have to be remodeled to allow clearance between the building and the right-of-way, to allow free movements of trucks and trailer units between Parcels 34978 and 34979. At a later date, these damages were transferred to Parcel 34979, evidently because Hiway Products, Inc. owned the building on the Bauman and Onion File and had a leasehold interest.

There appears to be some question as to whether unity of title exists between these two properties, and if such is not the case, there is a question of whether damages should have been allowed because truck and trailer traffic could not freely pass from one ownership to the other. Therefore, before we can recommend Federal participation in any settlement allowing $1,575 damages, we request a legal opinion and explanation of the proposed settlement from the Legal Section.

[illegible]ED
LLOYD F. SHAW

RECEIVED
MAY 9 1963
[illegible]
STATE HIGHWAY [illegible]

RECEIVED
MAY 9 - 1963
FOR FILING

F-53(8)

[illegible]

477 Cottage Street N.E.
Salem, Oregon

May 7, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Federal-aid Primary Program

We are approving the one project in Stage 2, construction phase, as submitted by Mr. Young's May 1, 1963 letter. This approval, effective this date, covers the below detailed project:

Item	Project	Location	Work
422	F-53(8)	Canby-Aurora Hill Section	Grade, pave, and one bridge

You are reminded that a copy of the city agreement with the city of Canby will be required prior to our authorization of this project on May 14, 1963.

Authorization is hereby given to proceed with preparatory work for any utility adjustments required to advance this project to construction as per your verbal request.

The project provides for 2.54 miles of grade and high type pavement at a total estimated cost of $750,000, of which $450,000 is reserved as Federal-aid primary funds. This action reduces your unprogramed balance to $892,690 according to our records of this date.

RECEIVED
MAY 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
5-9-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 8 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F-53(4)

62

May 3, 1963

Right of Way Status Report
Canby-Aurora Hill Section
Pacific Highway East
Clackamas County

Mr. A. [illegible] Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

All rights of way and access rights have been obtained by option, permit of entry, or the filing of condemnation suits except for the following parcel:

File No. 34971 - Park 3575

This file has been negotiated fully and no purpose could be served by postponement of legal action. The parcel will be acquired by the filing of a condemnation suit prior to the date of bid opening.

With the following exceptions, all lands within the construction area will be available for use and occupancy of the contractor upon date of award. Plans and specifications will provide for the removal by the contractor after July 1, 1963 of the buildings on three parcels hereafter noted. We intend to dispose at public auction the buildings on two other files, and the plans and specifications will advise the contractor that he will be withheld from use and occupancy of the land occupied by these properties until July 1, 1963.

TO BE REMOVED BY CONTRACTOR

File No.	Building	Station	Possession Date For Contractor
34977	Block cafe bldg., Plumbing, water system and heating system will be removed by others and contractor will demolish bare building.	579+80 (North)	7-1-63
34983	Concrete block bldg. Frame shed	591+50 (South) 592+60 (South)	7-1-63 7-1-63
34985	Frame cafe bldg.	604+25 (South)	7-1-63

NOTED
FORREST COOPER

TO BE [illegible] BY [illegible]

File No.	Building	Station	Possession Date For Contractor
34982	House	590+15 (South)	7-1-63
	Service Station	590+75 (South)	7-1-63
34981	Concrete block bldg.	589+00 (South)	7-1-63

Keeping the contractor from the building areas above noted should in no way hamper his prosecution of the work, nor increase project costs. The necessity of filing condemnation suits, or the relocation needs of the persons involved, have prevented us from completing the clearance of the lands prior to the July 1 date.

We ask that you make a finding in the public interest and authorize acceptance of bids and award of contract on the basis set forth herein.

All displacements of persons have been accomplished under our regular relocation advisory assistance procedure. We will also be prepared to make relocation payments to those persons who remain in legal occupancy on the date of passage of the Oregon enabling legislation.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:[illegible]
cc: Forrest Cooper
Lloyd Shaw
L. H. Young
C. H. Maison
L. I. Lindas

RECEIVED
MAY 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEDERAL - AID PROG
DATE SUBMITTED TO W.O.		(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 99E Canby South 2.5 miles 21 65	**ADT**	PRESENT 6000	FUTURE 10,200 (66) (70)	YEAR 80 (71) (72)	RE

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr.,Dr.,High-Type Pave.,1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PR (14

CARD 4	CLASS OF FEDERAL FUNDS Primary		COUNTY NAME Clack	
	NAME OF URBAN AREA 17-31		ROUTE NO.	FEDERAL-AID 3

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		US 99E Canby South 2.5 mi. (Canby-Aurora Hill Section)			
5					**ROW**					
5					**CONST** (CODE)			2.54	750,000	450,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.54	750,000	450,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

RE
A
I

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 6000	FUTURE (68) (70) 10,200	YEAR (71) (72) 80	REGION 08	STATE NAME Oregon	STATE CODE (2) (3) 35	APPN CODE (4) (9) 012
ITEM NO. (14) (18) 422								

TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 23 F-	NUMBER 7 53(8)	SEQ. NO. 13	I Projects Only: POST MI. (24) (26)	DESIG. 27

COUNTY NAME Clackamas	CODE (14) (16) 005	PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL - AID (32)	STATE (36)	U.S. (37) (41)
	3		99E

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
th l	2.54	750,000	450,000	300,000		Gr.,Dr. to provide with existing facility 4-12' lanes High-type Pave., 10' shoulders,4' to 16' median. Revision of illumination and Railroad Signals at Irving St. Intersection (Barlow).One bridge 590'. ROW - 100' min.; Access Control - partial; Parking Restrictions - None.
ECT ALS	2.54	750,000	450,000	300,000		
		(16) (23)	(24) (33)			

REMARKS
Additional Data: Item 345, Project F-53(6); Item 406, Project F-53(7).

RECEIVED
APR 12 1963
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1963

SUBJECT: S.P.Co.- Permit of Entry
Widening Project-Clackamas County
Canby-Aurora Section
Pacific Highway East
File No. 34968

To: Mr. Floyd Query
Secretary, Highway Comm.
BUILDING

Herewith is the original of subject Permit of Entry which has been accepted on behalf of the State Highway Commission by the Deputy State Highway Engineer, Mr. R. L. Porter.

The railroad's copy of said permit has this date been returned to the railroad.

A work copy of said permit (without drawings) has this date been forwarded to Mr. Lloyd Shaw, Assistant State Highway Engineer.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:ks

attach.

cc: Mr. Lloyd Shaw
Mr. R. L. Porter

10/20/64
The permit of entry letter from S.P attached & this letter has been placed in R/W file 34968 — Frank C. McKinney

NOTED
FLOYD QUERY

Order #39157

3-05-63

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 241

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to reconstruct a crossing at grade with the tracks and right of way of the Southern Pacific Company known as the BARLOW ROAD GRADE CROSSING project, on the section line between the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 6 and the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 5, Township 4 South, Range 1 East, W.M., Clackamas County, Oregon.

ORDER

The above entitled matter was duly heard on February 19, 1963, at Salem, Oregon, before Cameron F. Woods, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General
Salem, Oregon
In behalf of the Oregon State Highway Commission

For Respondent:

Kenneth M. Judd, Attorney
Portland, Oregon
In behalf of Southern Pacific Company

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility Commissioner
of Oregon

On October 18, 1962, the State of Oregon, hereinafter referred to as Petitioner, by and through its State Highway Commission, filed a Petition with the Commissioner, for permission to reconstruct a crossing at grade with the tracks and right of way of Southern Pacific Company, known as the Barlow Road Grade Crossing project, on the section line between the Northeast quarter of the Southeast quarter of Section 6 and the Northwest quarter of the Southwest quarter of Section 5 in Township 4 South, Range 1 East, W.M., in Clackamas County, Oregon.

Attached to and made a part of the Petition is an unnumbered drawing entitled:

"Barlow Channelization
Pacific Hwy. East
Clackamas County"

dated July 19, 1962. Also attached to the Petition is an unnumbered drawing entitled:

"Oregon State Highway Department
PUC Vicinity Map and Profile
Irving Street Crossing S.P.R.R.
Canby-Aurora Section
Pacific Highway East
Clackamas County"

dated March 1, 1962.

The Petition sets forth the proposed manner in which the construction and maintenance of the project will be handled and the costs thereof borne.

Notice of the Petition and copies thereof were duly served on the County Court of Clackamas County, the Mayor and City Council of Barlow, Oregon, and Southern Pacific Company, hereinafter referred to as Respondent.

On October 26, 1962, the Board of County Commissioners of Clackamas County, filed a letter in response to service of the Petition stating that it enters no objections and requests no hearing. On October 30, 1962, the City of Barlow filed a letter stating that it makes no objection to the proposed reconstruction of the crossing. On November 16, 1962, Respondent filed an Answer stating, inter-alia:

> "Southern Pacific Company does not oppose the issuance of an order authorizing the reconstruction of the crossing at grade.....except Southern Pacific Company objects to and opposes that portion of the application which requests that the existing No. 2 Flashing Light Signals should be replaced by PUC standard No. 4 Automatic gates. It is the position of Southern Pacific Company that the crossing is now and can be adequately protected with PUC standard No. 2 Flashing Light Signals."

On January 28, 1963, the State Highway Commission filed a motion to amend its Petition by striking that portion thereof which proposes the installation of PUC standard No. 4 Automatic Gates at the crossing and proposes in lieu thereof that both of the existing PUC standard No. 2 Flashing Light Signals with gongs, presently located at the crossing, be retained, one of them, however, to be repositioned to accommodate the reconstructed crossing. Attached to the amendment is an unnumbered drawing entitled:

> "Barlow Channelization - 2
> Pacific Hwy. East
> Clackamas County"

dated July 19, 1962, which shows the locations and angle of intersection of track and roadway, and the proposal for the channelization of traffic and the positioning of the PUC standard No. 2 Flashing Light Signals with gongs at the proposed reconstructed crossing.

Clackamas County filed a letter stating that it had no objection to the motion to amend. The matter thereafter was set down for hearing and notice thereof duly served upon all parties of record on February 6, 1963, Counsel for Respondent stated, at the hearing, that no objection was made to the Petition as amended. The motion to amend the Petition was granted and it will be referred to hereafter as the Amended Petition.

Evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

Petitioner proposes to reconstruct the present two-lane Canby-Aurora Section of the Pacific Highway, State Primary Highway IE, to four-lane highway standards. Said section of the Pacific Highway intersects Irving Street, a Clackamas County road also known as Barlow Road, approximately 120 feet south of the point of intersection at grade of the said Barlow Road and the main line track of Southern Pacific Company. The present crossing is identified as No. C-745.2 in the Commissioner's Catalog of Railroad Crossings. In the area of the crossing the Pacific Highway is parallel to, adjoining and southeasterly from the track and right of way of Southern Pacific Company. As a part of the reconstruction and widening project, Petitioner proposes to reconstruct the grade line of Barlow Road at the grade crossing and to channelize the intersection so as to control the vehicle traffic leaving the Pacific Highway for Barlow Road and entering the Pacific Highway from Barlow Road. A triangular traffic island or channelizer will be constructed immediately southeasterly of the intersection of Barlow Road and the tracks of Southern Pacific Company. The center line of Barlow Road will intersect the center line of the track at Railroad Station 1329+60.02 which corresponds with Barlow Road Survey Station 7+75.00. The angle of intersection will be 132° 17' measured in the southeast quadrant.

The surface elevations and the approach grades of the proposed crossing will be improved so that Barlow Road, upon completion of the project, approaching from the south, will ascend on a 2.40 per cent grade, at the point of crossing will be approximately level, and descend to the north on a 2.52 per cent grade.

The average annual daily vehicle traffic on Barlow Road across the crossing is 600 with an estimated increase by 1981 to 1,150 vehicles.

The sight distances approaching the reconstructed crossing are:

From a point on Barlow Road 500 feet north of the crossing	From a point on Barlow Road 500 feet south of the crossing
East - 110 feet West - 3100 feet	East - 1475 feet West - 3100 feet
From a point on Barlow Road 50 feet north of the crossing	**From a point on Barlow Road 50 feet south of the crossing**
East - 1550 feet West - 3100 feet	East - 1750 feet West - 3100 feet

The sight distances, as above set forth, are adequate in all quadrants, except the northeast quadrant wherein sight distance is impaired by a concrete building located on the east side of Barlow Road. Flashing light signals will provide a necessary warning of the approach of a train. Daily train movements on the railroad normally consist of five passenger train movements with maximum permissible speed of 79 miles per hour and 17 freight train movements with maximum permissible speed of 60 miles per hour.

Due to the topography of the area and the existence of the Pacific Highway and its right of way parallel to and adjoining the railroad right of way, it is impractical to construct a grade separation structure at this crossing.

There have been ten reported accidents at this crossing between 1944 and 1960, the last recorded accident having occurred on April 30, 1960.

Petitioner proposes that the reconstructed crossing be protected by retaining, at its present location, the existing standard No. 2 Flashing Light Signal with gongs, located approximately 22 feet northwesterly of the center line of the railroad track along the westerly side of Barlow Road. Petitioner also proposes that the existing double headed standard No. 2 Flashing Light Signal with gongs, presently located immediately southeasterly of the railroad track on the easterly side of Barlow Road, be adjusted and repositioned to control southwesterly bound highway traffic turning northerly into Barlow Road, north bound traffic on Barlow Road, and northeasterly bound highway traffic turning northerly into Barlow Road. The foregoing existing signals were installed in 1960.

Petitioner further proposes that the reconstruction and alteration and maintenance of the crossing and the costs thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award the contract or contracts for the reconstruction of the crossing, and supervise the construction thereof.

(b) Finance the construction of the project, without participation therein from funds of Respondent, including reimbursement to Respondent for necessary expenditures incurred by it in connection therewith.

(c) After completion of the project, either by utilizing its own forces or pursuant to an agreement with Clackamas County, maintain the roadway portion of the crossing, including that portion of the crossing surface lying between the rails, and other highway facilities.

Respondent, Southern Pacific Company, will:

(a) Subject to reimbursement as set forth in (b) above, furnish such engineering, inspection, watchman, and flagman services as may be necessary to protect railroad operations during the period of construction; rearrange its existing signal and communications lines to protect the same during construction; retain the existing P.U.C. Standard No. 2 Flashing Light Signal with gongs in its present location approximately 22 feet northwesterly of the center line of the railroad track along the westerly side of Barlow Road and adjust the location of the existing double headed P.U.C. Standard No. 2 Flashing Light Signal with gongs as set forth in the proposal above.

(b) At its own expense and prior to construction, prepare its roadbed for the entire new crossing width of 62 feet, measured along the track, for the Application of an asphaltic concrete surface thereon including that portion between the rails, and install guard rails to contain the surfacing material and provide a flangeway; at its own expense after construction maintain the two P.U.C. Standard No. 2 Flashing Light Signals with gongs, its track and roadbed and other railroad facilities.

No objections were made to the foregoing proposals and they are approved. It is found that the proposals relating to the division of expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed reconstruction and alteration of the crossing is required in the interest of public safety, convenience and general welfare. Permission for the reconstruction and alteration, therefore, should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Amended Petition of the State of Oregon, by and through its State Highway Commission, for the reconstruction and alteration of the crossing at grade herein proposed be and the same hereby is granted, and No. C-745.2 is retained as identifying number for the crossing in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that such reconstruction and alteration of the crossing shall be made upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design with the details as shown on the drawing entitled: "Barlow Channelization - 2, Pacific Hwy., East, Clackamas Co.," dated July 19, 1962, and drawing entitled: "Oregon State Highway Department, P.U.C. Vicinity Map and Profile, Irving Street Crossing S.P.R.R. Canby-Aurora Section, Pacific Highway East, Clackamas County" dated March 1, 1962, submitted with the Amended Petition and both by reference made a part hereof.

(2) Construction and maintenance of the proposed project will otherwise be done and the costs thereof borne in accordance with the findings of the Commissioner hereinabove made.

(3) Southern Pacific Company shall, subject to reimbursement, adjust the location of the existing double headed P.U.C. Standard No. 2 Flashing Light Signal with gongs to control southwesterly bound highway traffic turning northerly into Barlow Road, north bound traffic on Barlow Road, and northeasterly bound highway traffic turning northerly into Barlow Road and will retain at its present location the existing Standard No. 2 Flashing Light Signal with gongs located approximately 22 feet northwesterly of the center line of the railroad track along the westerly side of Barlow Road, all in conformity with, and as more specifically provided for, in the Rules and Regulations of the Public Utility Commissioner.

(4) Southern Pacific Company shall, at its own expense, maintain the two P.U.C. Standard No. 2 Flashing Light Signals with gongs; and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 25th day of March, 1963.

Jonel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
JAN 25 1963
FOR FILING

(5-2-56)

F-53(6)

6278

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

~~Division~~ Region No. 8
~~District~~ Division Oregon
Project No. F-53(6)

Report on Preliminary Engineering, Canby-Aurora Section
Pacific Highway East, Clackamas County

Inspection made by John H. Garvin, [illegible] *Date inspection made* 1/10 & 11/63

In company with Chris R. Last

The captioned project is located on US 99E in Clackamas County, Oregon beginning at South Elm Street in Canby and extending southerly 3 miles to the north corporate limits of Aurora.

The proposed work consists of preliminary engineering for widening the existing two lanes to 4 - 12' lanes with 10' shoulders and a 4' median. Also three structures are to be studied for improvement. The existing ADT is 6,[illegible]00 with an expected 1975 ADT of 10,200.

This work was programmed for [illegible] of PE and approved by the Region on June 7, 1960 as Item [illegible] in Stage 2. On July 18, 1960 a Location Prospectus was received and noted by the Area Engineer. Compliance with the Public Hearing PPM 20-8(1) was met with the States' October 1, 1962 letter. The next formal action was the submission by the State of their Survey Approval Map dated November [illegible], 1962, indicating completion of the field work, and the acceptance of the route and survey by the Highway Commission. The cross section and location shown on this Survey Approval Map was found acceptable, and no formal action was required by this office.

Early this month the Deputy State Highway Engineer requested this office to check on the warrants of short arm railroad gates at the Irving Street intersection of this project. Irving Street intersects the project at about its midpoint, and is the access point for the community of Barlow. Parallel to the project centerline and located to the west is the mainline Southern Pacific Railroad single track. Irving Street crosses the track about 100 feet from the project centerline.

The short arm gates were deemed not necessary in view of the requirements of PPM 21-10(4), particularly because of adequate sight distance and no increase of hazards. A field inspection further verified the lack of warrants for short arm gates. Slight design changes in the proposed RR crossing signal lights were suggested to closely copy the placement of the existing RR crossing lights. During the field inspection each traffic maneuver was made, with the most difficult traffic maneuvers made at the times trains were present on the track. Very little improvement could be suggested to better the existing RR crossing light placement.

(more)

NOTED
LLOYD P. SHAW

NOTED

Comm-DC 47159

original copy To Young
1-25-63

A review of the procedures used in the Highway Department's Design Section on the preparation of these construction plans was made. The quality of the work appeared good, and the design engineer was experienced and capable for this work. He stated that the construction plans are about 75% complete as of this date.

Of the $26,000 programed for the entire PE project, $20,500 was set out for field use. The balance of the programed amount was for preparation of construction plans. The addition of an estimated $4,000 was necessary for the design of the structures. As of the end of the year about $23,600 has been utilized for this project, most of which was used for the now completed field work stage.

The State has tentatively set April 23, 1963 as the contract letting date, and from all appearances this PE project will be complete and in good order prior to this date.

RECEIVED
JAN 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 484

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

1-25-63

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to reconstruct a crossing at grade with the tracks and right of way of the Southern Pacific Company known as the BARLOW ROAD GRADE CROSSING project, on the section line between the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 6 and the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 5, Township 4 South, Range 1 East, W.M., Clackamas County, Oregon.	MOTION TO AMEND PETITION No.____________ SXF 241

Comes now your Petitioner, State of Oregon, by and through its State Highway Commission, and respectfully moves to amend its Petition in the above-titled matter as follows:

I

In paragraph IX, under Things To Be Done By Railroad Company, (a) 3., strike all of said subsection 3 and substitute the following: "Retain the existing PUC Standard No. 2 flashing light signal with gongs, located approximately 22 feet northwesterly of the centerline of the Railroad track along the westerly side of Barlow Road, as shown on Barlow Channelization-2 drawing attached hereto and by this reference made a part hereof. Adjust the location of the existing doubleheaded PUC Standard No. 2 flashing light signal with gongs presently located immediately southeasterly of the Railroad track on the easterly side of Barlow Road; said signal, as adjusted, will control southwesterly bound highway traffic turning northerly into Barlow Road; north bound traffic on Barlow Road; and northeasterly bound highway traffic turning northerly into Barlow Road; all as shown on said Barlow Channelization-2 drawing."

II

In paragraph IX, under Things To Be Done By Railroad Company, (b) 2., strike the first word in the second line, "gates".

III

In the Prayer of said Petition in the first line thereof, after the word "authorizing", insert "the alteration and reconstruction of".

Dated at Salem, Oregon, this 25th day of January, 1963.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
J. N. HERSHBERGER - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, R. L. Porter, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing motion to amend is true as I verily believe.

____
R. L. PORTER

Subscribed and sworn to before me this 25th day of January, 1963.

____
J. N. HERSHBERGER
Notary Public for Oregon
My commission expires Feb. 20, 1966

I certify that the above is a true and correct copy of the foregoing motion to amend and the whole thereof.

J N Hershberger
J. N. HERSHBERGER - Staff Attorney

RECEIVED
NOV 28 1962

FOR FILING
F-53 (8)

6272

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
November 27, 1962

SUBJECT: Access Points
Canby-Aurora Section
Pacific Highway East
Clackamas and Marion
Counties

To: Mr. R. L. Porter
Assistant State Highway Engineer

Office

Attached is a Right of Way map upon which are shown the locations of the points of access which we plan to allow the various adjacent owners on the above project.

These points of access have been determined by field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property. All points of access have been approved by the Division Engineer.

File numbers, names of owners, stations of access, and widths are as follow:

File Number	Name	Engineer's Station	Side of Highway	Width
34970	Eversole, Rex &	525+70	Southeasterly	30 Ft.
	Matzke, Dale	526+80	Southeasterly	30 Ft.
34968	Southern Pacific	534+75	Northwesterly	30 Ft.
	Company	535+50	Northwesterly	30 Ft.
		538+30	Northwesterly	35 Ft.
		539+65	Northwesterly	35 Ft.
		543+75	Northwesterly	35 Ft.
34971	Park, V.	536+25	Southeasterly	40 Ft.
		538+10	Southeasterly	40 Ft.
		539+60	Southeasterly	40 Ft.
		540+75	Southeasterly	40 Ft.
		541+60	Southeasterly	40 Ft.
34973	Bracy, S.	550+50	Northerly	25 Ft.

original To Wright
with attachment
11-28-62

NOTED
R. L. PORTER

File Number	Name	Engineer's Station	Side of Highway	Width
34974	Millar, A.	562+20	Northerly	25 Ft.
		572+35	Northerly	30 Ft.
		572+35	Southerly	30 Ft.
		576+75	Southerly	35 Ft.
34974 34976	Millar, A. Blecha, F.	576+75	Northerly	25 Ft.
34976	Blecha, F.	578+30	Northerly	25 Ft.
		581+15	Northerly	25 Ft.
		579+77	Southerly	40 Ft.
34977	Parmenter, R.	579+45	Northerly	30 Ft.
		580+15	Northerly	30 Ft.
34978	Braman and Onion	580+40	Southerly	40 Ft.
34979	Hiway Products, Inc.	582+80	Southerly	40 Ft.
34980	Yoder, Melvin	585+45	Southeasterly	25 Ft.
		587+65	Southeasterly	25 Ft.
34981	Waite, J.	588+76	Southeasterly	25 Ft.
34982	Lindstrom, R.	589+70	Southeasterly	25 Ft.
34983	Engleman, K.	591+95	Southeasterly	25 Ft.
		592+85	Southeasterly	25 Ft.
34984	Page, H.	597+15	Southeasterly	25 Ft.
		598+15	Southeasterly	25 Ft.
34988	Rooklidge, C.	641+85	Northerly	30 Ft.
		643+30	Southeasterly	25 Ft.
		654+15	Northerly	30 Ft.
		658+40	Northerly	30 Ft.
34990	Leach, R.	660+00	Southerly	25 Ft.
		662+00	Southerly	25 Ft.
34991	Yoder, Willis	659+20	Northerly	25 Ft.

It is recommended that this line be appraised and negotiated on the above basis.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

DHM:jjm

cc Mr. L. I. Lindas

Approved:

R. L. Porter

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
JONES

H. S. Cox.

NOTED
DON HARWELL

NOTED
R. H. PRANGE

RESOLUTION # 259

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Canby-Aurora Section of the Pacific Highway East in Clackamas County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Canby-Aurora Section of the Pacific Highway East beginning at Highway Engineer's Station 524+23 in Canby and extending in a southerly direction to Highway Engineer's Station 663+00, approximately one-half mile north of Pudding River, together with the map, which for identification purposes bears Survey Approval Map File No. 1R-5-1614 and the date of September, 1962 (Right of Way Map No. 8B-26-13, dated August, 1962), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

5/8 62
No [illegible]
Barlow [illegible] at 7 Dec [illegible]

JDG

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of a highway with limited access control.

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Pacific Highway East as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law", and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned state highway section shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 20th day of November, 1962, as Survey Resolution No. 259.

RECEIVED
NOV 16 1962
FOR FILING

F-53(8)
[illegible]
6272

November 15, 1962

Oregon State Highway Commission

Gentlemen:

The survey for the Canby-Aurora Section of the Pacific Highway East in Clackamas County has been completed. There were no requests for a public hearing. The section is 2.6 miles in length and will cost an estimated $860,000 to construct.

You have previously approved this project on Program 7, and it is requested that the survey and authorization to acquire necessary right of way have your approval at this time.

The matter will be on the agenda for your consideration at the November 20 Commission meeting.

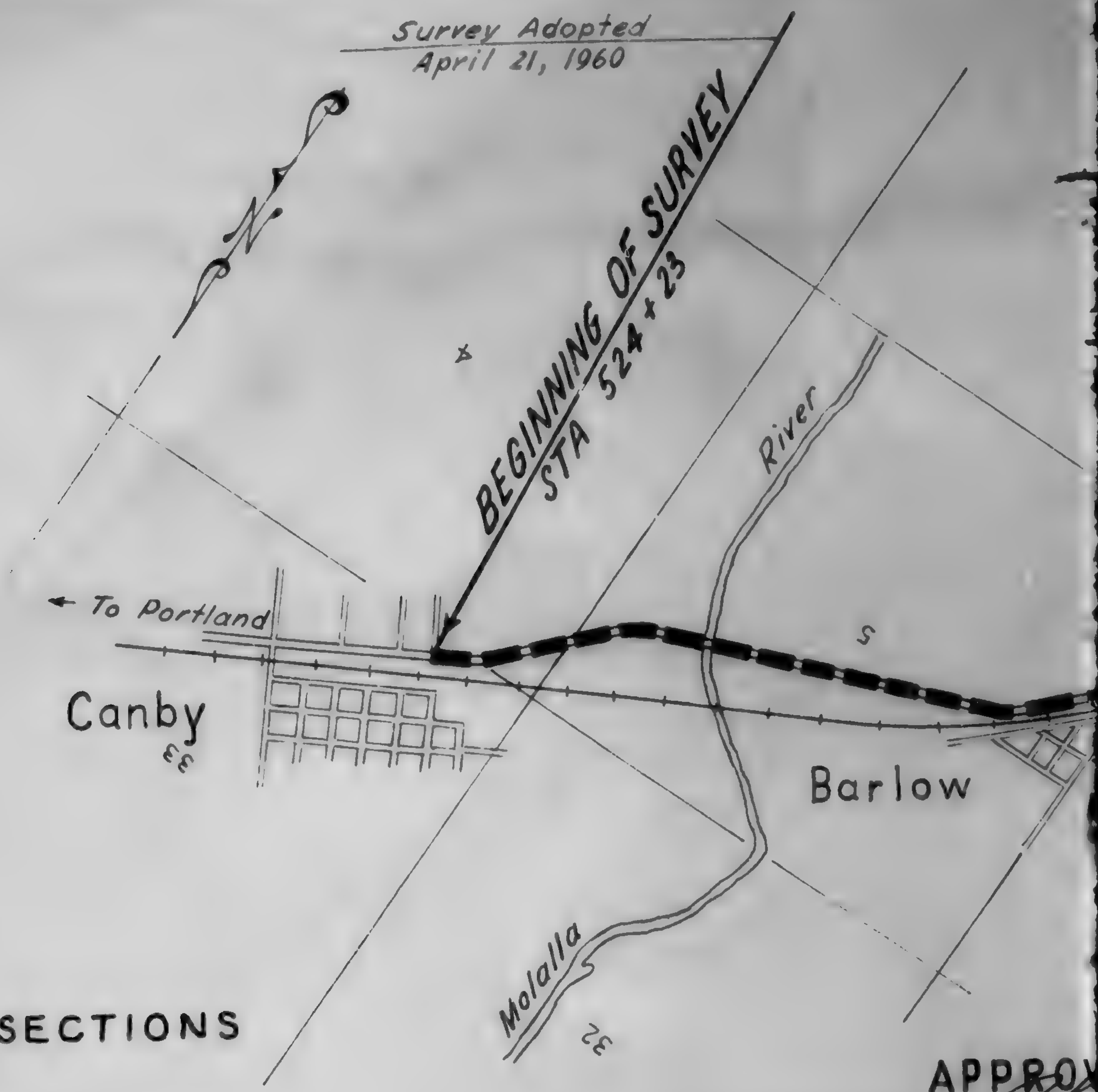
This letter supersedes my letter of October 8.

Very truly yours,

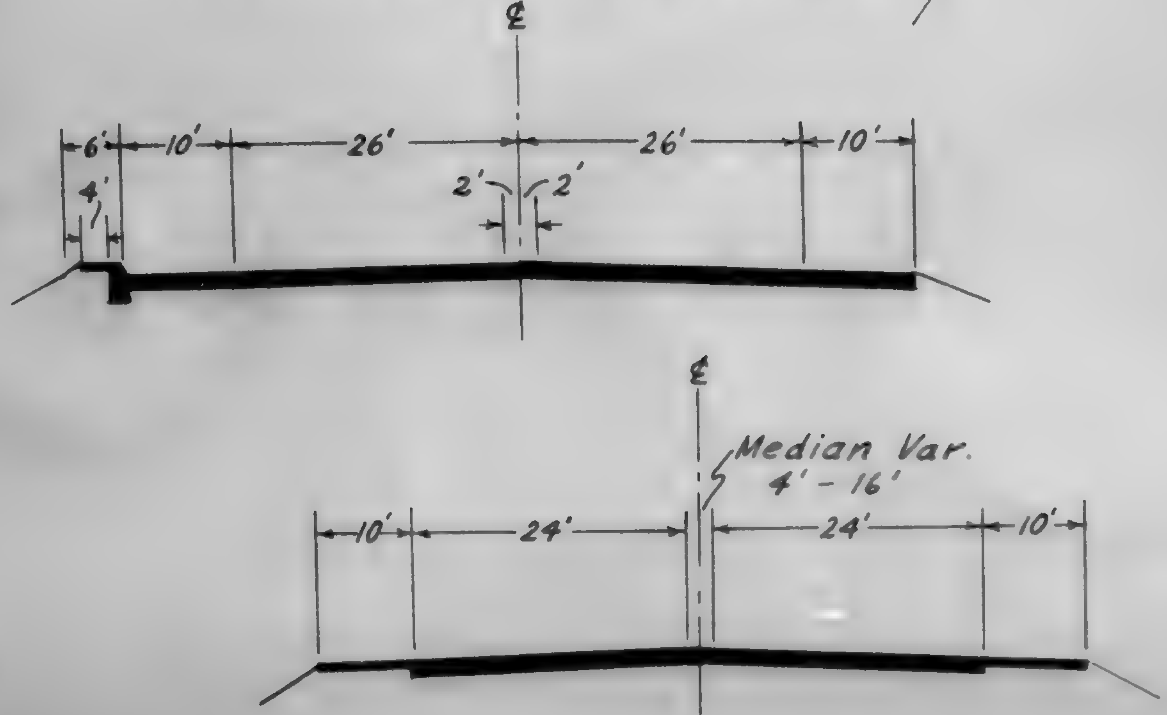
Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison
W. T. Wright

RLP:ajw bbc



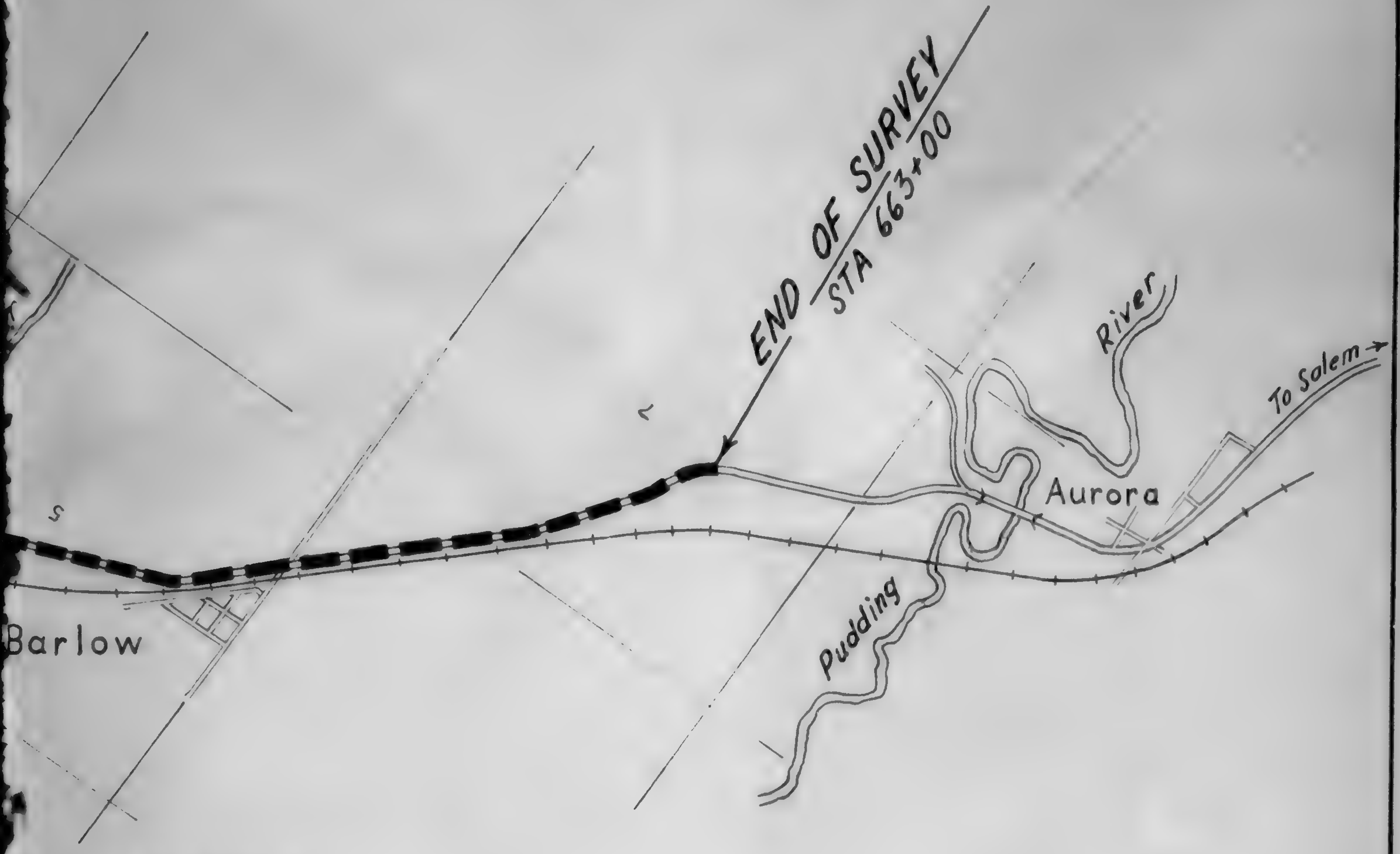
TYPICAL SECTIONS



APPROV

ASSISTANT ~~DEPUTY~~ STATE HIGH
Date: OCT 8

Public Hearing — — No
System Action
County — — — Nor
State Highway Comissio
Bureau of Public Roads
Throughway Resolution —
Access Control — —



APPROVED

~~UTY~~ STATE HIGHWAY ENGINEER
Date: OCT 8 1962

ing — None required
ion

— None required

Highway Comission None required

of Public Roads None required

Resolution None required
ntrol Limited

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

CANBY - AURORA SECTION

PACIFIC HIGHWAY EAST

CLACKAMAS COUNTY

Scale: 1" = 2000' Sept., 1962

DRG. NO. 1R-5-1614

For details see Drg No. 8B-26-13 Aug. 1962

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F-53(1)

6272

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BEFORE THE PUBLIC UTILITY COMMISSIONER

of the

STATE OF OREGON

In the Matter of the Application of the)
STATE OF OREGON, by and through its)
State Highway Commission, for authority)
to reconstruct a crossing at grade with)
the tracks and right of way of the Southern)
Pacific Company known as the BARLOW)
ROAD GRADE CROSSING project, on the section)
line between the Northeast quarter)
(NE¼) of the Southeast quarter (SE¼) of)
Section 6 and the Northwest quarter (NW¼))
of the Southwest quarter (SW¼) of Section)
5, Township 4 South, Range 1 East, W.M.,)
Clackamas County, Oregon.)

4X - 484

No. SXF-241

ANSWER

Comes now Southern Pacific Company, whose address for the purpose of this proceeding is 800 Pacific Building, Portland 4, Oregon, and in answer to the above docketed application respectfully represents to the Commissioner as follows:

I.

Southern Pacific Company does not oppose the issuance of an order authorizing the reconstruction of the crossing at grade which is the subject of this application and in accordance with said application, except that Southern Pacific Company objects to and opposes that portion of the application which requests that the existing No. 2 flashing light signals should be replaced by P.U.C. standard No. 4 automatic gates. It is the position of Southern Pacific Company that the crossing is now and can be in the future adequately protected with P.U.C. standard No. 2 flashing light signals.

NOTED
J. Hitchcock

NOTED
L. Porter

WHEREFORE, having fully answered said application, this answering party prays that the Commissioner issue an order consistent with this Answer.

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
EDWIN L. GRAHAM
KENNETH M. JUDD
Of Attorneys for Southern Pacific
Company in Oregon

STATE OF OREGON)
} ss.
County of Multnomah)

I, EDWIN L. GRAHAM, being first duly sworn, depose and say that I am the Statutory Registered Agent in Oregon for Southern Pacific Company; that I have read the foregoing Answer of Southern Pacific Company and the same is true, as I verily believe.

EDWIN L. GRAHAM

SUBSCRIBED AND SWORN TO before me this 14th day of November, 1962.

KENNETH M. JUDD
Notary Public for Oregon
My Commission Expires: Dec. 1, 1963

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon the following parties of record in this proceeding by mailing a copy thereof, properly addressed, with postage prepaid to:

City of Barlow
Barlow, Oregon

Board of County Commissioners
Clackamas County Courthouse
Oregon City, Oregon

Mr. J. N. Hershberger, Staff Attorney
Oregon State Highway Commission
Salem, Oregon.

DATED THIS 14th day of November, 1962.

KENNETH M. JUDD

A TRUE COPY:

Of Attorneys for Southern Pacific
Company in Oregon

9

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6272

October 24, 1962

Mr. A. W. Kilburn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Canby-Aurora Section
Pacific Highway East
R/W File 34968

The State Highway Commission intends to improve to four-lane standard a section of Pacific Highway East southerly from Canby to Aurora. This improvement requires the acquisition of property from the Southern Pacific Company and the granting of slope encroachments.

I enclose herewith duplicate copies of descriptions and maps showing the areas in question. Parcel No. 1, as detailed in the description, is shown on a section of our map 3B-26-13 and is colored in green. This apparently is not classified as operating right of way. We propose that we acquire fee title to this property and our appraisers will get in touch with your Property Department to establish the value of the property. The parcel consists of 1.14 acres, or which .03 acre lies within the existing right of way.

Our drawing 3B-2-1 (two prints enclosed) shows the location and extent of Parcel Nos. 2, 3, and 4. Parcel No. 2 is a small area at the north end of the project and within the city of Canby. We would have no objection to purchasing this in fee, but it is complicated by the fact that it would be separated from the highway right of way by prior easements which you granted us some time ago. Parcel No. 3 is in the vicinity of Barlow Road (Irving Street) and is primarily needed for the building of deceleration lanes for traffic turning to the north across the grade crossing of your tracks. The matter of the grade crossing has been discussed with you previously and our application to the Public Utility Commissioner has been made; you should shortly receive copies of the petition from him. Parcel No. 4 is for minor slope encroachments near the foot of the hill south of Barlow. Our drawing SB-27-2 (two prints enclosed) shows cross sections for encroachments of Parcels 2, 3, and 4.

This is a project which is scheduled for letting early next year. It would be appreciated if you would consider this request and, if acceptable, proceed with the usual State-Railroad agreements covering the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enclosures - 2 descriptions
2 prints SB-26-13
2 prints SB-27-1
2 prints SB-27-2

bc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. W. T. Wright (with copy of descriptions and maps)

DESCRIPTION ONLY

Southern Pacific Company

Canby-Aurora Section

Clackamas County

File No. 34968
HRS 10-9-62
8B-26-13
8B-27-1
Pacific Highway East

Right of Way and Easements

PARCEL NO. 1

A parcel of land lying in the Lucius Seeley D. L. C., Township 4 South, Range 1 East, W. M., Clackamas County, Oregon, and being a portion of that property described in that certain deed to the Oregon and California Railroad Company, recorded in Book 105, Page 630 of Clackamas County Record of Deeds; the said parcel being described as follows:

Beginning on the Southerly line of said Seeley D. L. C. at a point which is North 87° 37' 18" West, a distance of 1205.6 feet from the Southeast corner of said Seeley D. L. C.; thence North 66° 56' 46" East, 237.80 feet; thence North 60° 06' 44" East, 389.64 feet; thence North 49° 57' 12" East, 196.95 feet; thence North 44° 44' 10" East, 353.23 feet; thence North 43° 31' 30" East, 64.76 feet; thence North 46° 28' 30" West, 6 feet; thence North 43° 31' 30" East, 340 feet, more or less, to the Easterly line of said Seeley D. L. C.; thence Southerly along said Easterly line, a distance of 22 feet, more or less, to the Northwesterly line of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 221, Page 542, of Clackamas County Deed Records; thence Southwesterly along said Northwesterly line, a distance of 1454 feet, more or less, to the Southerly line of said Seeley D. L. C.; thence North 87° 37' 18" West along said Southerly line, a distance of 133 feet, more or less, to the point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.14 acres, of which 0.03 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 1.11 acres lie outside of the existing right of way.

PARCEL NO. 2 A permanent easement for road bed and slopes over or on the following described parcel, to wit:

A parcel of land lying in the SW¼SW¼ of Section 33, Township 3 South, Range 1 East, W. M., Clackamas County, Oregon, the said parcel being that portion of the property of the Southern Pacific Company in said SW¼SW¼ included in a strip of land variable in width, lying on the Northwesterly side of the center line of the Pacific Highway East as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 520+00, said Station being 1581.78 feet North and 1017.92 feet East of the Southeast corner of the Lucius A. Seeley D. L. C., Township 4 South, Range 1 East, W. M.; thence South 64° 52' West, 368.57 feet; thence on a spiral curve left (the long chord of which bears South 63° 32' West) 200 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears South 56° 11' 45" West) 233.54 feet; thence on a spiral curve left (the long chord of which bears South 46° 11' 30" West) 400 feet; thence South 43° 31' 30" West, 342.65 feet to Engineer's Station 535+44.76.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northwesterly Side of Center Line
520+00		523+50	Northerly line of existing Railroad easement
523+50		525+40	Northerly line of existing Railroad easement in a straight line to 55
525+40		527+20	55 in a straight line to 70
527+20		528+80	70 in a straight line to 50

Southern Pacific Company

Canby-Aurora Section

Clackamas County

HRS 10-9-62
8B-26-13
8B-27-1
Pacific Highway East

Right of Way and Easements

PARCEL NO. 1

A parcel of land lying in the Lucius Seeley D. L. C., Township 4 South, Range 1 East, W. M., Clackamas County, Oregon, and being a portion of that property described in that certain deed to the Oregon and California Railroad Company, recorded in Book 105, Page 630 of Clackamas County Record of Deeds; the said parcel being described as follows:

Beginning on the Southerly line of said Seeley D. L. C. at a point which is North 87° 37' 18" West, a distance of 1205.6 feet from the Southeast corner of said Seeley D. L. C.; thence North 66° 56' 46" East, 237.80 feet; thence North 60° 06' 44" East, 389.64 feet; thence North 49° 57' 12" East, 196.95 feet; thence North 44° 44' 10" East, 353.23 feet; thence North 43° 31' 30" East, 64.76 feet; thence North 46° 28' 30" West, 6 feet; thence North 43° 31' 30" East, 340 feet, more or less, to the Easterly line of said Seeley D. L. C.; thence Southerly along said Easterly line, a distance of 22 feet, more or less, to the Northwesterly line of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 221, Page 542, of Clackamas County Deed Records; thence Southwesterly along said Northwesterly line, a distance of 1454 feet, more or less, to the Southerly line of said Seeley D. L. C.; thence North 87° 37' 18" West along said Southerly line, a distance of 133 feet, more or less, to the point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.14 acres, of which 0.03 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 1.11 acres lie outside of the existing right of way.

PARCEL NO. 2 A permanent easement for road bed and slopes over or on the following described parcel, to wit:

A parcel of land lying in the SW¼SW¼ of Section 33, Township 3 South, Range 1 East, W. M., Clackamas County, Oregon, the said parcel being that portion of the property of the Southern Pacific Company in said SW¼SW¼ included in a strip of land variable in width, lying on the Northwesterly side of the center line of the Pacific Highway East as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 520+00, said Station being 1581.78 feet North and 1017.92 feet East of the Southeast corner of the Lucius A. Seeley D. L. C., Township 4 South, Range 1 East, W. M.; thence South 64° 52' West, 368.57 feet; thence on a spiral curve left (the long chord of which bears South 63° 32' West) 200 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears South 56° 11' 45" West) 233.54 feet; thence on a spiral curve left (the long chord of which bears South 46° 11' 30" West) 400 feet; thence South 43° 31' 30" West, 342.65 feet to Engineer's Station 535+44.76.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northwesterly Side of Center Line
520+00		523+50	Northerly line of existing Railroad easement
523+50		525+40	Northerly line of existing Railroad easement in a straight line to 55
525+40		527+20	55 in a straight line to 70
527+20		528+80	70 in a straight line to 50
528+80		532+00	50

EXCEPT that portion described in that easement formerly granted to the State of Oregon, by and through its State Highway Commission, recorded in Book 223, Page 603 of Clackamas County Deed Records.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.15 acre.

PARCEL NO. 3 A permanent easement for slopes over or on the following described parcel, to wit:

A parcel of land lying in the S½ of Section 5 and in the S½ of Section 6, Township 4 South, Range 1 East, W. M., Clackamas County, Oregon, the said parcel being described as follows:

Beginning at the most Westerly Northwest corner of that tract of land designated as Parcel No. 2 and described in that deed from the Southern Pacific Company to the State of Oregon, by and through its State Highway Commission, recorded in Book 222, Page 504 of Clackamas County Deed Records, said corner being 42 feet Southeasterly of (when measured at right angles to) the center line of said Railroad at Engineer's Station 1329+57.66; thence Northeasterly parallel to and 42 feet Southeasterly of said Railroad center line to a point which is 42 feet Southeasterly of (when measured at right angles to) said Railroad center line at Engineer's Station 1314+50; thence Northwesterly at right angles to said Railroad center line, 10 feet to a line which is parallel to and 32 feet Southeasterly of said Railroad center line; thence Southwesterly, parallel to said Railroad center line, to a line at right angles to said Railroad center line at Engineer's Station 1326+50; thence Northwesterly at right angles to said center line, 10 feet to a line which is parallel to and 22 feet Southeasterly of said center line; thence Southwesterly, parallel to said Railroad center line, 220 feet to a line at right angles to said Railroad center line at Engineer's Station 1328+70; thence Northwesterly at right angles to said center line to the East line of Irving Street in the town of Barlow, Oregon; thence South along the East line of Irving Street to a line which is parallel to and 22 feet Southeasterly of said center line; thence Southwesterly parallel to said center line to a line at right angles to said center line at Station 1331+00; thence Southeasterly at right angles to Railroad center line, 10 feet to a line which is parallel to and 32 feet Southeasterly of said Railroad center line; thence Southwesterly, parallel to said Railroad center line, 300 feet to a line at right angles to said center line at Engineer's Station 1334+00; thence Southeasterly at right angles to said center line, 10 feet to a line which is parallel to and 42 feet Southeasterly of said Railroad center line; thence Northeasterly, parallel to said Railroad center line to the place of beginning.

The parcel of land to which this description applies contains 23,640 square feet outside of the existing right of way.

PARCEL NO. 4 A permanent easement for slopes over or on the following described parcel, to wit:

A parcel of land lying in the NE¼ of Section 7, Township 4 South, Range 1 East, W. M., Clackamas County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly line of that tract of land designated as Parcel No. 1 and described in that deed from the Southern Pacific Company to the State of Oregon, by and through its State Highway Commission, recorded in Book 222, Page 504 of Clackamas County Deed Records, at a point which is 42 feet Southeasterly of (when measured at right angles to) the center line of said Railroad at Engineer's Station 1357+00; thence Northwesterly at right angles to said Railroad center line, 10 feet to a line which is parallel to and 32 feet Southeasterly of said Railroad center line; thence Southwesterly parallel to said Railroad center line to a line at right angles to said Railroad center line at Engineer's Station 1363+50; thence Southeasterly at right angles to said center line, 10 feet to a line which is parallel to and 42 feet Southeasterly of said Railroad center line; thence Northeasterly parallel to said Railroad center line to the point of beginning.

The parcel of land to which this description applies contains 6,500 square feet.

pf/

Pux 484

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

10-18-62

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to reconstruct a crossing at grade with the tracks and right of way of the Southern Pacific Company known as the BARLOW ROAD GRADE CROSSING project, on the section line between the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 6 and the Northwest (NW¼) of the Southwest quarter (SW¼) of Section 5, Township 4 South, Range 1 East, W. M., Clackamas County, Oregon.

[illegible] 5-L-4

PETITION

No. __________

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.030.

III

That Petitioner proposes to reconstruct the two-lane Canby-Aurora Section of the Pacific Highway, State Primary Highway 1E, to four-lane highway standards; said section of the highway intersects Irving Street, a Clackamas County road known as Barlow Road, approximately 120 feet south of the point of intersection at grade of said Irving Street in its northerly projection and the main line tracks of the Southern Pacific Company. Said grade crossing, PUC Grade Crossing C-745.2, is regarded as being dangerous by Petitioner. In connection with the proposed highway reconstruction, Petitioner proposes to reconstruct the grade lines of said grade crossing and channelize traffic leaving and entering the highway from said Barlow Road. Attached hereto and by this reference made a part hereof are State Highway Department drawings titled "Barlow Channelization, Pacific Highway East, Clackamas County, dated July 19, 1962," and "P.U.C. Vicinity Map and Profile, Irving St. Crossing S.P.R.R., dated March 1, 1962," which show the plan, elevation and location of the proposed crossing, traffic channelization and signalization.

IV

That said grade crossing is located on the section line between the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 6 and the Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 5, Township 4 South, Range 1 East, W. M., Clackamas County, Oregon. Barlow Road intersects the mainline of the Southern Pacific Company at Railroad Engineer's Station 1329+60.02 and Irving Street Station 7+75.00.

V

That the average daily traffic on Barlow Road across the crossing is 600 vehicles with an estimated increase by 1981 to 1150 vehicles. That daily traffic on the railroad consists of six passenger train movements with maximum speeds of 79 mph and 25 scheduled freight trains operated at maximum speeds of 60 mph.

VI

That the railroad grade at the crossing is slightly ascending to the northeast; that the grade line of Barlow Road upon completion of the project approaching from the south will ascend on a 2.40 percent grade, cross the railroad tracks on a vertical curve and descend to the north on a 2.52% grade. The apex of the vertical curve, located at the point of crossing, will be approximately level; that the angle of intersection is 132° 17' in the southeast quadrant.

VII

That the sight distances approaching the reconstructed crossing are as follows:

From a point on Barlow Road 500 feet north of the crossing

East - 110 feet
West - 3100 feet

From a point on Barlow Road 50 feet north of the crossing

East - 1550 feet
West - 3100 feet

From a point on Barlow Road 500 feet south of the crossing

East - 1475 feet
West - 3100 feet

From a point on Barlow Road 50 feet south of the crossing

East - 1750 feet
West - 3100 feet

VIII

That due to the topography of the area and the existence of the highway right of way parallel to and adjoining the railroad right of way, it is impractical to construct a grade separation structure at this crossing.

IX

That the Petitioner proposes that the construction and maintenance of the crossing be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award the contract or contracts for the construction of the proposed crossing, and supervise the construction thereof.

(b) Finance the construction of the project, without participation therein from funds of railroad company, from state and federal highway funds, including reimbursement to railroad company for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the project, either by utilizing its own forces or pursuant to an agreement with Clackamas County, maintain the roadway portion of the crossing, including that portion between the rails and other highway facilities.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Subject to reimbursement under federal regulations:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect the railroad operations during the construction of the project.

2. Re-arrange existing signal and communication lines to protect the same during construction.

3. Furnish and install three PUC Standard No. 4 automatic gates, one of which will control southbound traffic on Barlow Road; another gate will control northbound traffic on Barlow Road and northeasterly bound traffic on the highway making a turn northerly into Barlow Road; the third gate will control southwesterly bound traffic on the highway entering the channelization lane and turning northerly into Barlow Road, all as shown on the aforementioned Barlow Channelization drawing. Remove the two existing PUC Standard No. 2 flashing light signals and gongs and install a PUC Standard No. 2 signal and gongs in connection with each of the aforementioned gates at the locations shown on said Barlow Channelization drawing.

(b) At Railroad's own cost and expense:

1. Prepare its roadbed for the entire new crossing width of 62 feet, measured along the track, for the application of an asphaltic concrete surface by State thereon,

including that portion between the rails, by installation of ballast, preservative-treated ties and headers or guardrails to provide flangeways and retain the roadway surfacing materials.

2. Maintain the railroad ties, rails, ballast, signals, gates and other railroad facilities after completion of the project.

X

That the proposed reconstruction of the grade lines of the Barlow Road grade crossing will not affect the industrial spur grade crossing which is located approximately 170 feet north of the subject crossing of the main line track.

WHEREFORE, Petitioner prays for an order authorizing said crossing and allocation of costs in accordance herewith, and for such other and further orders as may be just and proper in the premises.

Dated at Salem, Oregon, this _____ day of October, 1962.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By ______________________________
J. N. HERSHBERGER - Staff Attorney

STATE OF OREGON)
 ss
County of Marion)

I, G. S. Paxson, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

G. S. PAXSON

Subscribed and sworn to before me this _____ day of October, 1962.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires Feb. 20, 1966

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

____
J. N. HERSHBERGER - Staff Attorney

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F-53 (8)

6272

Salem, Oregon
October 11, 1962

Mr. W. T. Wright
Right of Way Engineer
OFFICE

The following right of way prefix is assigned in advance of BPR approval:

Prefix 3-2510 - Canby-Aurora Section of the Pacific Highway East. The approximate limits are from Stations 523 to 663, all in Clackamas County.

The acceptance of option and filing of condemnation suits should not begin until Bureau approval is received.

L. H. Young
Office Engineer

JAH:lt

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October 8, 1962

Oregon State Highway Commission

Gentlemen:

The survey for the Canby-Aurora Section of the Pacific Highway East in Clackamas County has been completed. There were no requests for a public hearing. The section is 2.6 miles in length and will cost an estimated $860,000 to construct.

You have previously approved this project on Program 7, and it is requested that the survey and authorization to acquire necessary right of way have your approval at this time.

The matter will be on the agenda for your consideration for the November 1 Commission meeting.

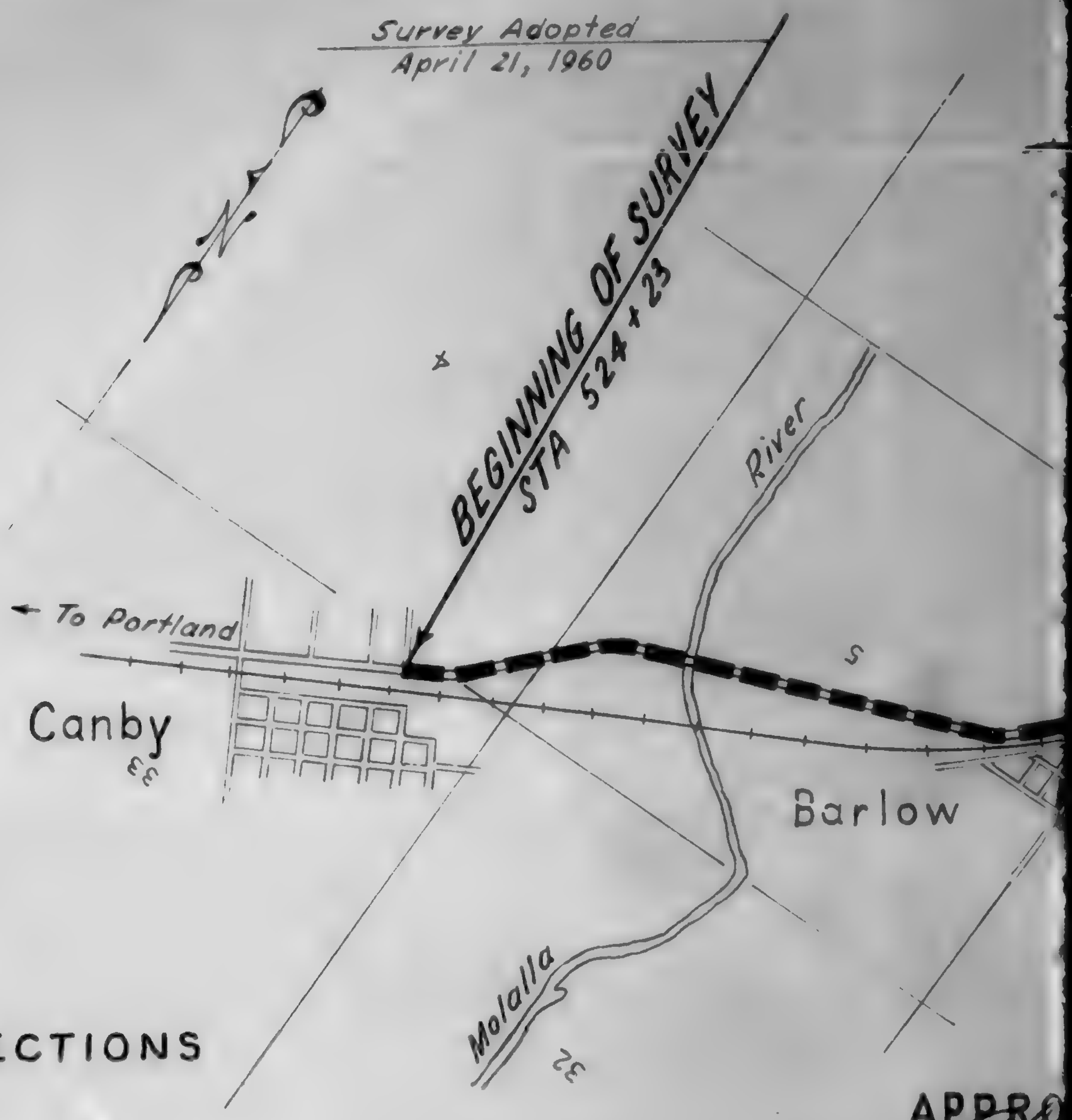
Very truly yours,

Forrest Cooper
State Highway Engineer

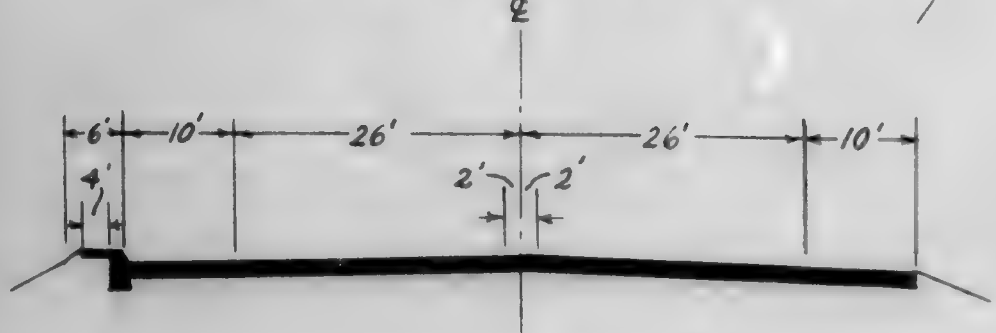
Attachment

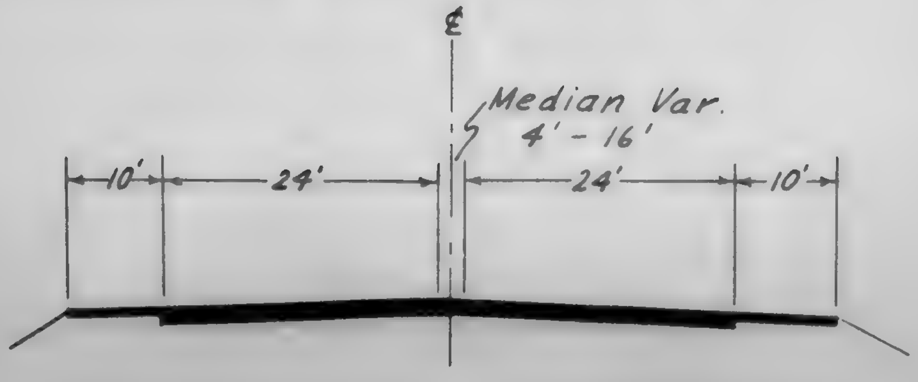
cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison
W. T. Wright

RLP:ajw hlb



TYPICAL SECTIONS





APPRO

ASSISTANT ~~DEPUTY~~ STATE HIGH

Date: OCT 8

Public Hearing _ _ N

System Action

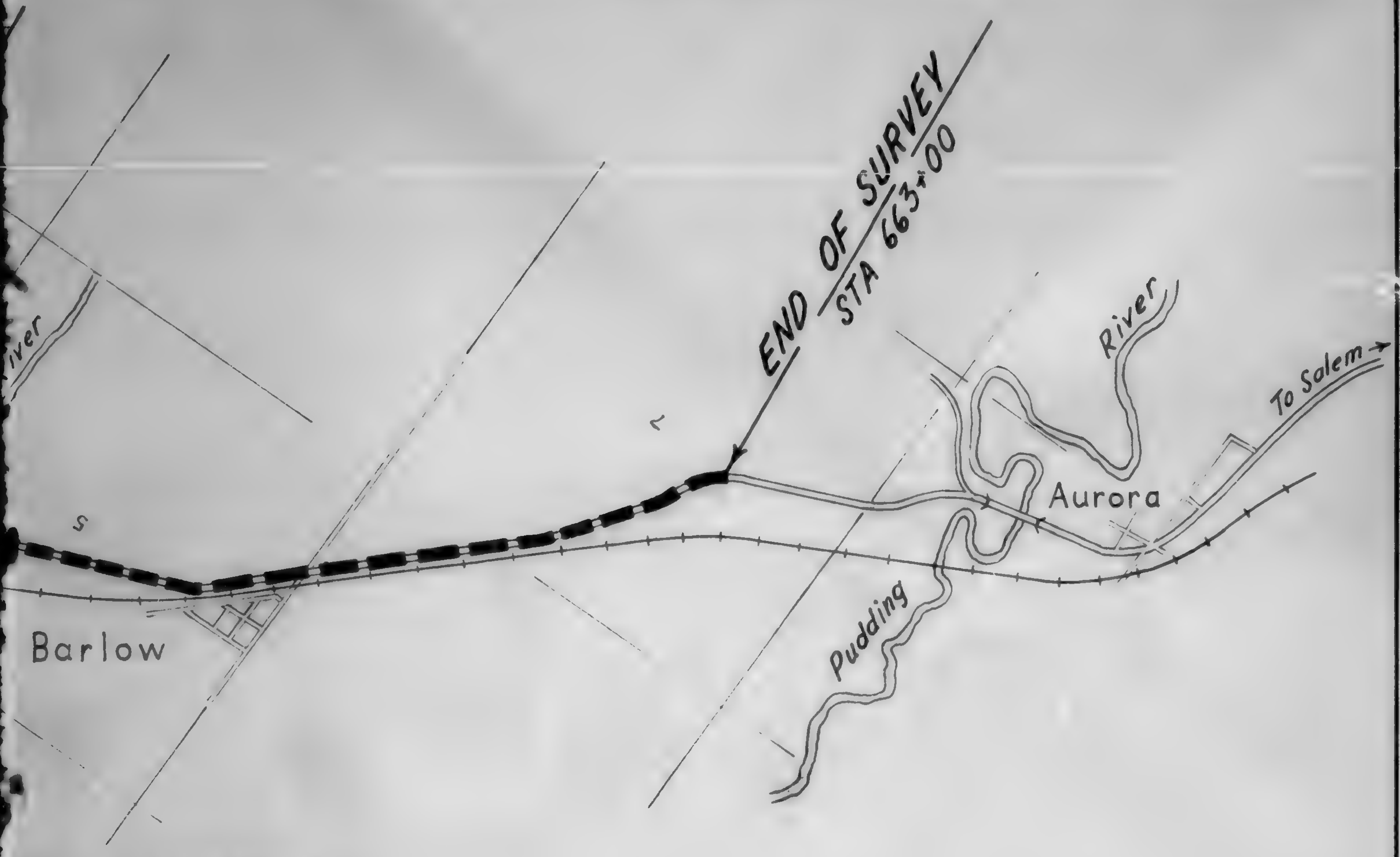
County _ _ _ N

State Highway Comissio

Bureau of Public Road

Throughway Resolution

Access Control _ _



APPROVED

~~EPUTY~~ STATE HIGHWAY ENGINEER
Date: OCT 8 1962

aring _ _ None required _
Action
nty _ _ _ None required _
e Highway Comission None required _
eau of Public Roads _ None required _
way Resolution _ _ _ None required _
Control _ _ _ _ _ Limited _ _ _

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

CANBY - AURORA SECTION

PACIFIC HIGHWAY EAST
CLACKAMAS COUNTY
Scale: 1" = 2000' Sept., 1962
DRG. NO. 1R-5-1614
For details see Drg No. 8B-26-13 Aug. 1962

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F-59 (1)

6272

Salem, Oregon
September 24, 1962

Mr. J. N. Hershberger
Staff Attorney
LEGAL

Irving Street (Barlow Road) Grade Crossing
Southern Pacific Main Line
Canby-Aurora Section
Pacific Highway East
Clackamas County

The State is improving to a four-lane standard the Pacific Highway East (99E) from Canby southerly toward Aurora. In this section at the southeast border of the city of Barlow, the new construction intersects Irving Street (known as Barlow Road) at a point approximately 120 feet south of the crossing of the Southern Pacific Company's main line by Irving Street. This crossing for many years has been a relatively dangerous grade crossing. The proximity of the highway to the crossing and the general topography of the area make it impracticable to separate the county road and the railroad track. In order to improve the condition, the Highway Commission proposes to convert the crossing to a gated crossing and to change the grade line to eliminate the present abrupt rise on each side of the railroad crossing.

I submit herewith 10 prints from a map entitled "Barlow Channelization, Pacific Highway East, Clackamas County", dated July 1962, showing the details of the channelization, signalization, and gates that are proposed. This crossing is on the section line between the NE ¼ of the SE¼ of Section 6 and the NW¼ of the SW¼ of Section 5, Township 4 South, Range 1 East, W. M. The Barlow Road intersects the main line of the Southern Pacific Company's track at Railroad Station 1329+60.02 and Irving Street Station 7+75.00. The angle of intersection is 132°17' in the southeast quadrant. Upon completion of the project, the grade line of Irving Street approaching from the southeast will ascend on a 2.40 percent grade, crossing the railroad tracks on a vertical curve and descending toward the northwest at a 2.52 percent grade. The crossing of the track itself will be at the apex of the vertical curve and will be approximately level. I also attach 10 copies of a map and profile entitled "P.U.C. Vicinity Map and Profile, Irving Street Crossing, S.P.R.R." dated March 1, 1962, on a scale of 1"=200', which shows the profile of the completed road.

The crossing of the track will consist of two 12-foot travel lanes surfaced with 2 inches of asphaltic concrete, with 4-foot shoulders on each side. The Pacific Highway East to the northeast of the intersection with Irving Street will be widened to provide a deceleration lane and a 55-foot radius curve will form a connection to Irving Street for southbound traffic on the Pacific Highway destined north on Irving Street. This ramp will be separated from Irving Street by a raised concrete island. Northbound traffic on the Pacific Highway destined north on Irving Street will be provided with a left-turn slot allowing it to clear through traffic, stop, and then proceed across the railroad crossing.

The estimated volume of vehicular traffic across the crossing as of this year is 600 vehicles per day. It is estimated that by 1981, the average vehicular traffic will be 1,150 vehicles per day. There are three passenger trains each way operated at maximum speeds of 79 miles per hour and 12 scheduled freight trains each way, operated at maximum speeds of 60 miles per hour.

Sight distances are as follows: Vehicular traffic traveling south on Irving Street 500 feet from the crossing has a view 110 feet northeasterly and 3100 feet southwesterly. Southbound traffic on Irving Street 50 feet north of the crossing has a view 1550 feet northeasterly and 3100 feet southwesterly. Traffic traveling north on Irving Street 500 feet from the track has a view 1475 feet northeasterly and 3100 feet southwesterly, and at 50 feet from the track, will have a view 1750 feet northeasterly and 3100 feet southwesterly.

The present crossing is carried on the P.U.C. records as grade crossing C-745.2. It is now protected by two P.U.C. Standard No. 2 flashing light signals with gongs. One of these signals has a double head with lights directed toward the southerly extension of Irving Street and toward vehicular traffic southwesterly bound on the Pacific Highway. This dual-headed signal will be retained and will serve as a warning for the same type of traffic as now uses the crossing. Under the revised arrangement, it will be necessary to move the present signals to a location as shown on the attached map entitled "Barlow Channelization". Because of the high-speed rail traffic and impairment of sight distance, the State proposes to install three electrically operated short-arm traffic gates. One traffic gate will control southbound traffic on Irving Street; another gate will control northbound traffic on Irving Street and northeasterly traffic on the main highway making the turn into Irving Street; and a third gate will control southeasterly traffic on the Pacific Highway making the turn north onto Irving Street. The positions of these gates is shown on the attached map.

It is proposed that the State will prepare plans and specifications and will include all grading and surfacing of the highway, street, and ramp connection in its contract for the improvement of the crossing. The Southern Pacific Company will furnish and install the crossing gates and will change the location of the signals to the new position as shown on the plan. The Southern Pacific Company is to be reimbursed for all costs incurred in furnishing and installing the gates and in moving the signals. The Railroad will also furnish such watchmen and flagmen as are necessary to protect its operations. It will make any revisions to its signal lines or other wire facilities necessitated by the revision. The Railroad will also provide headers along the inside of its rails to hold the highway pavement away from the rails. All railroad costs incurred in performing the work detailed above will be repaid to the Railroad by the State in accordance with the provisions of U. S. Bureau of Public Roads' PPM 30-3 and amendments and supplements thereto.

Upon completion of the project, the State, either with its own forces or through agreement with Clackamas County, will maintain the roadway, including the surfacing across the tracks at either its cost or the County's cost and the Railroad shall maintain and operate the gates and the flashing light signals.

Because of the ramp taking southwesterly-bound traffic from the Pacific Highway to Irving Street, the width of the crossing of the track will be materially increased. The width of the new crossing measured along the track will be approximately 62 feet.

Approximately 170 feet north of the crossing of the Railroad's main line is a spur track crossing. This spur track originally served a warehouse located to the west of Irving Street. It has not been used for a considerable period of time and the present pavement on Irving Street has been placed over the railroad track. The improvement under this current project terminates southerly of the crossing of this spur track and that crossing will not be affected.

It would be appreciated if you would make the necessary application to the Public Utility Commissioner for an order authorizing the improvement of this crossing.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

8-10-62

Form E-40—30M—

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 1 SHEETS

RR [illegible] on [illegible] Monitor Rd at [illegible]

Report No.	Date	Time	[illegible]	Killed	Injured		Remarks	
				6 Months 1962				
No	Accidents							
				1961				
No	Accidents							
				1960				
0945	April 30	8 PM	Unknown	0	0	Car stalled on RR track.		
				1959				
No	Accidents							
				1958				
–	June 13	-	–	1	0	Information from PUC		
								([illegible])
				1957				
–	Aug. 3	–	–	0	0	Information from PUC		
				1956				
	Jan. 12	–	–	0	0	Information from PUC		

September 12, 1962

M . A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Canby-Aurora Section
Pacific Highway East
Your File 323-3

I have your letter of September 11 and thank you for the prints showing your property ownership in the Canby area.

At a conference with the local representatives of the Bureau of Public Roads we were advised that the Federal-aid rules would require crossing gates in addition to flashing light signals at the Barlow Road, otherwise known as Irving Street, near Barlow. As soon as we have prepared the layout for these gates, I will let you have copies of it.

We are working up the property requirements both for reconstruction in the Canby area and for encroachments near Barlow.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

bc Mr. Forrest Cooper
Mr. L. H. Young
Mr. W. T. Wright
Mr. F. K. Klaboe
Mr. Floyd Scott

2-62

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

September 11, 1962

323-3

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Your letter August 27 regarding Irving Street (Barlow Road) Grade Crossing Canby-Aurora Section Pacific Highway East; also your verbal request for print of our right of way South of Canby:

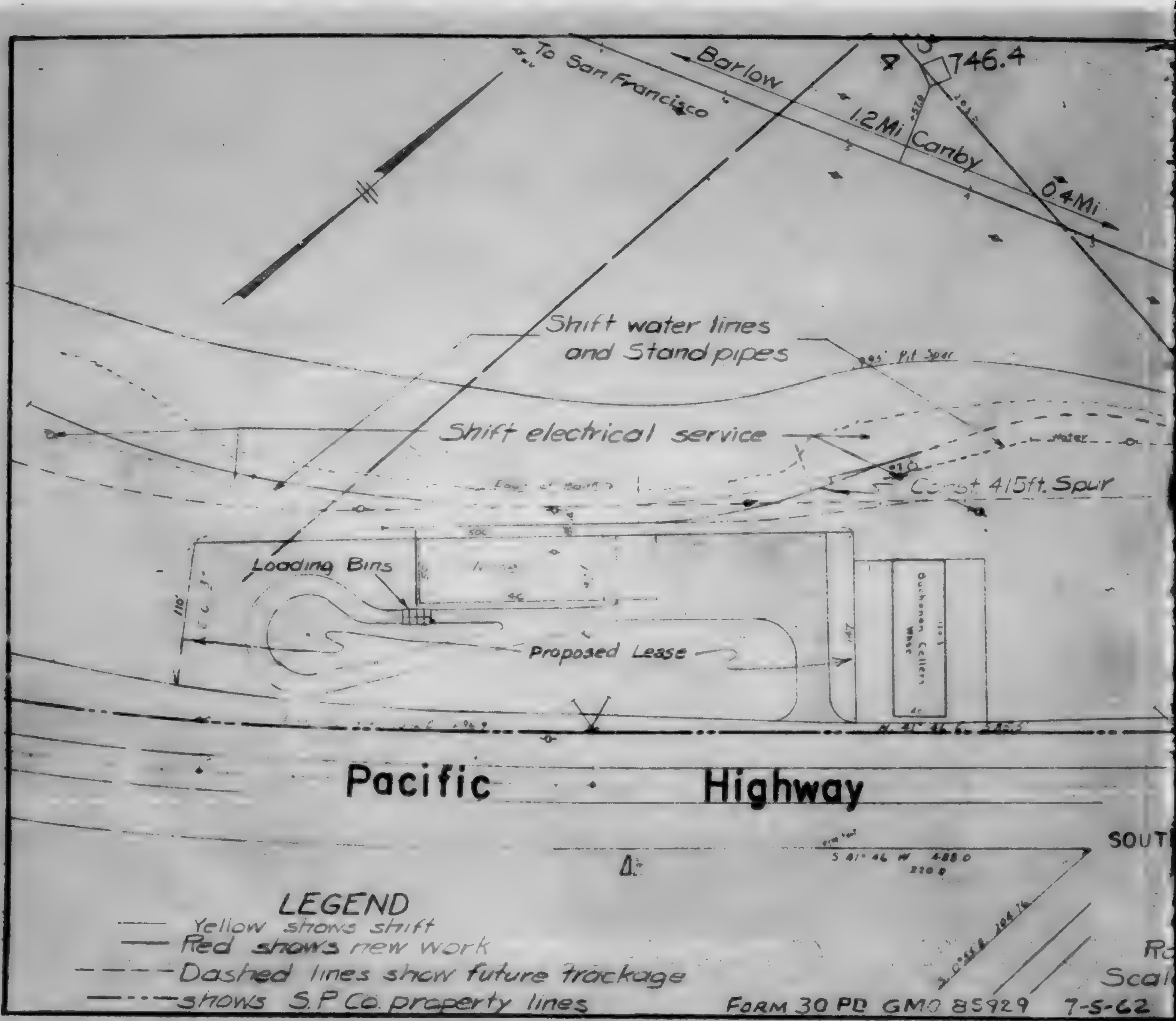
Attach two prints of drawing, at scale 1 inch equals 400 feet and portion of Canby station plan, scale 1 inch equals 100 feet; also two prints of our drawing P-17999-A which shows relocation of Ralston Purina Company facilities in this area.

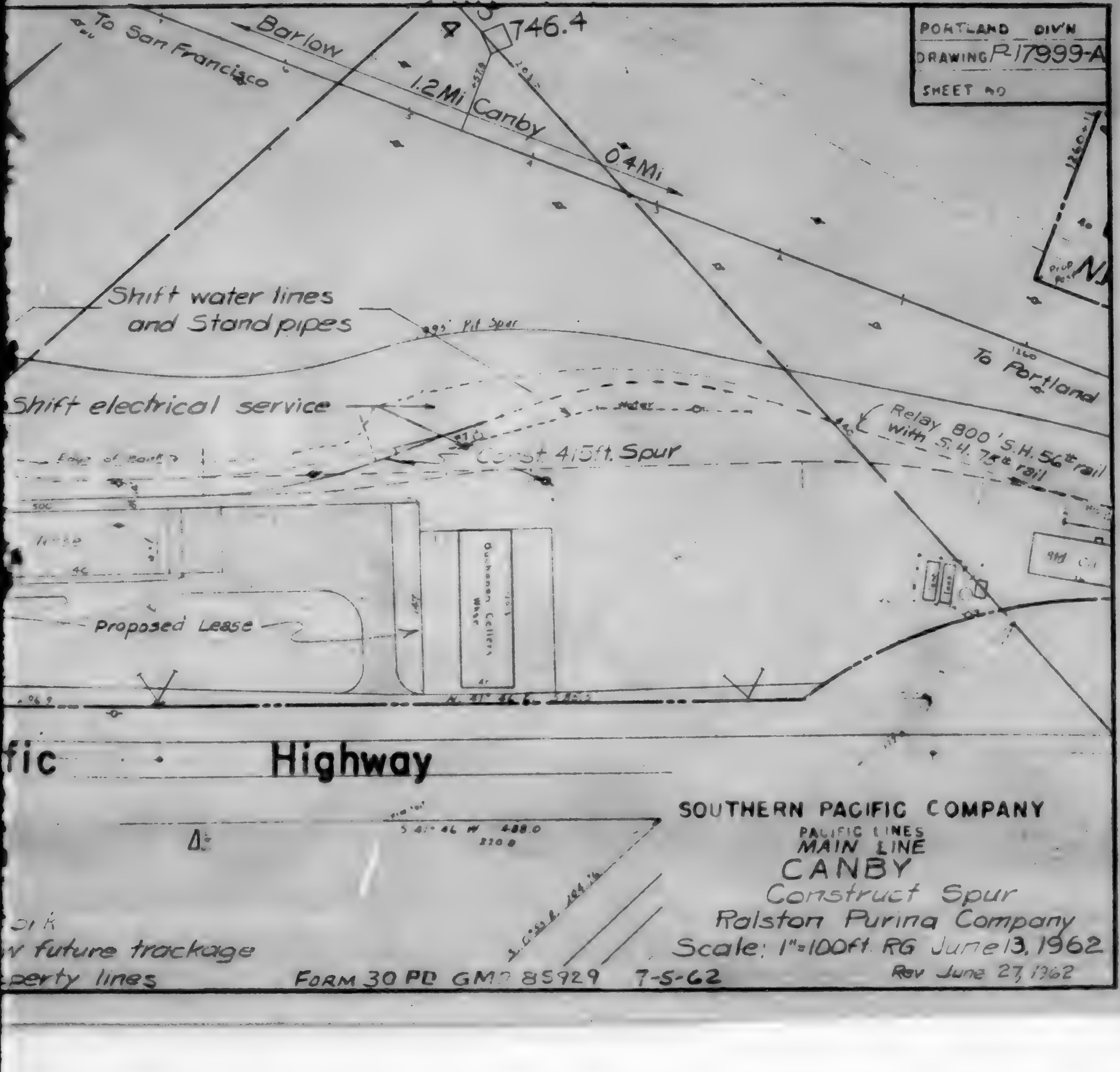
It is our understanding that Bureau of Public Roads is now requiring automatic gates at Barlow grade crossing and that there has been considerable discussion as to relocation of existing flashing light signals.

Please advise amount of property desired by State at Canby and also outcome of your discussion with Bureau of Public Roads on crossing gates at Barlow.

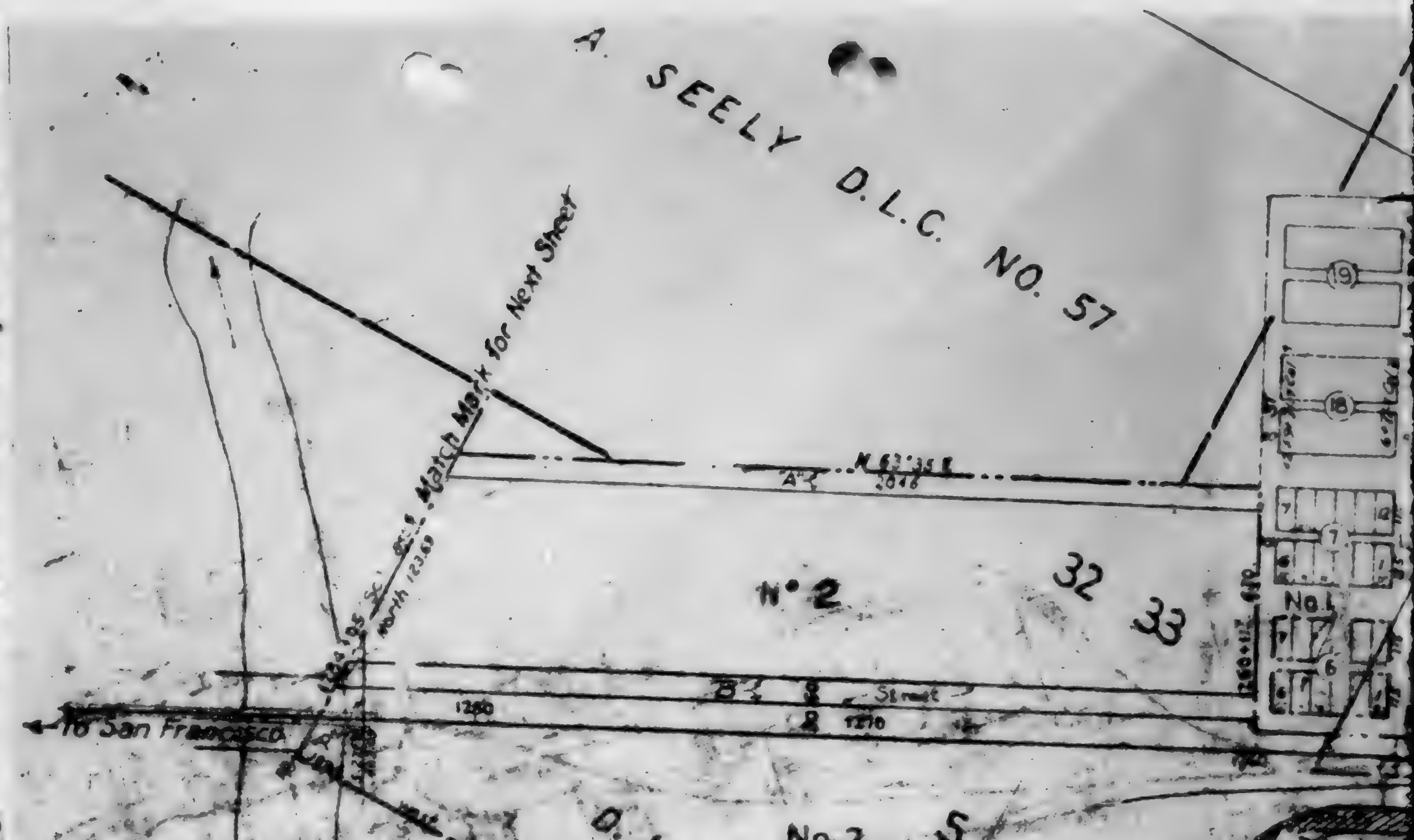
Yours truly

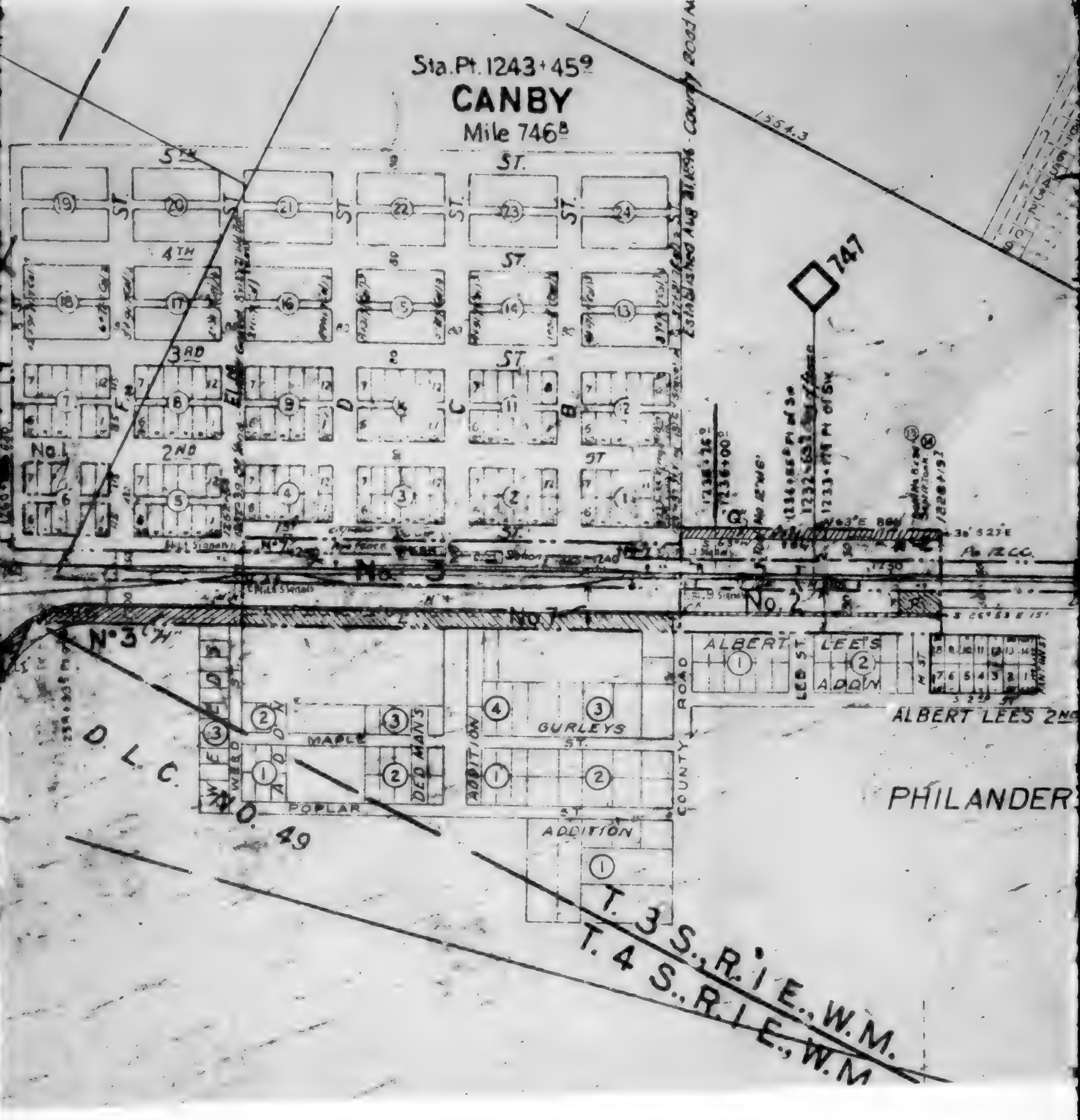
AW Kilborn

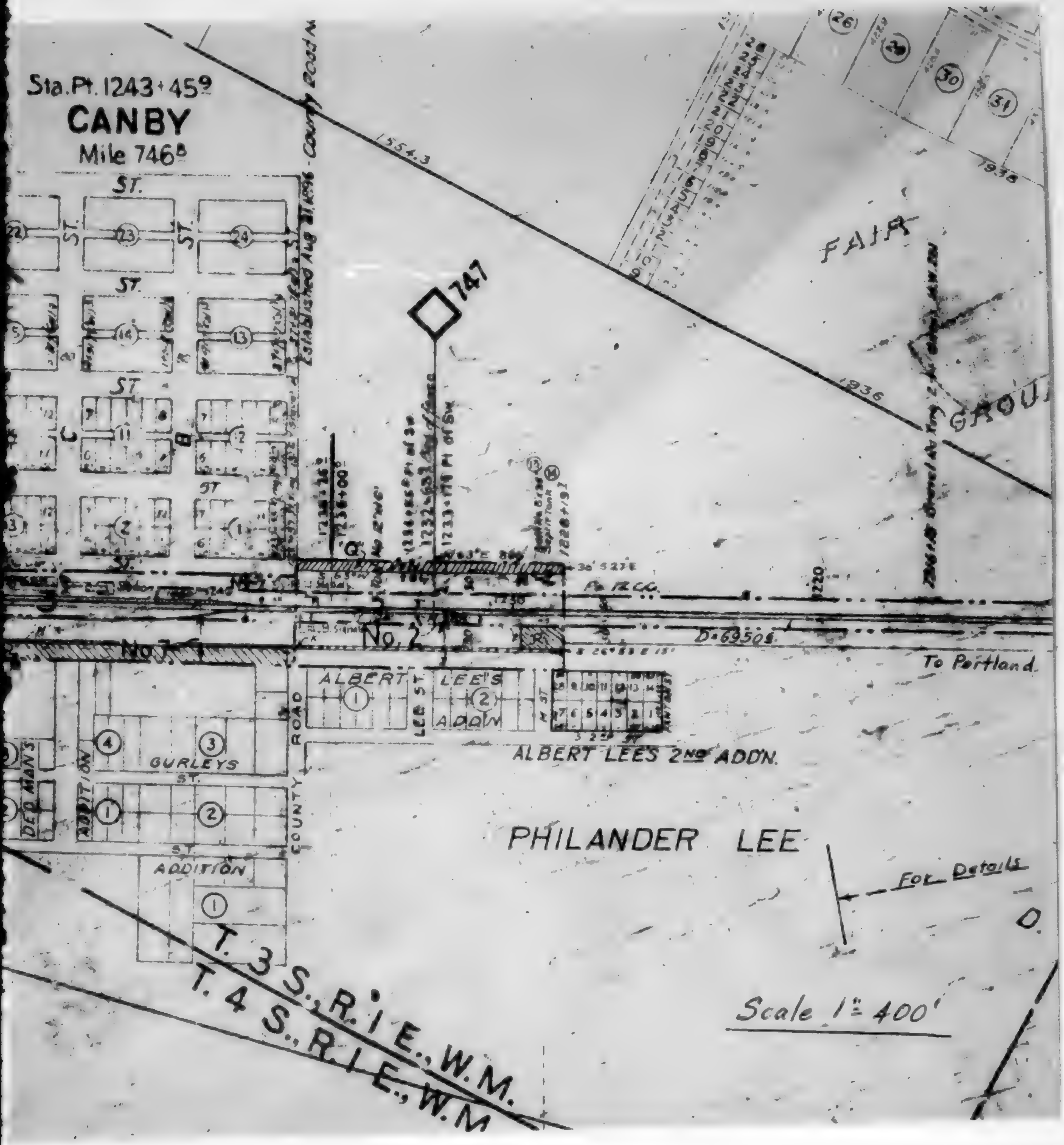

To San Francisco
Barlow
746.4
1.2 Mi Canby
0.4 Mi
Shift water lines and Stand pipes
Pit Spur
Shift electrical service
water
Const 415 ft. Spur
Loading Bins
Proposed Lease
Buchanan Cellars Whse
Pacific Highway
S 41° 46 W 488.0
220.0
SOUT
Ro
Scal
LEGEND
Yellow shows shift
Red shows new work
Dashed lines show future trackage
shows S.P. Co. property lines
FORM 30 PD GMO 85929
7-5-62

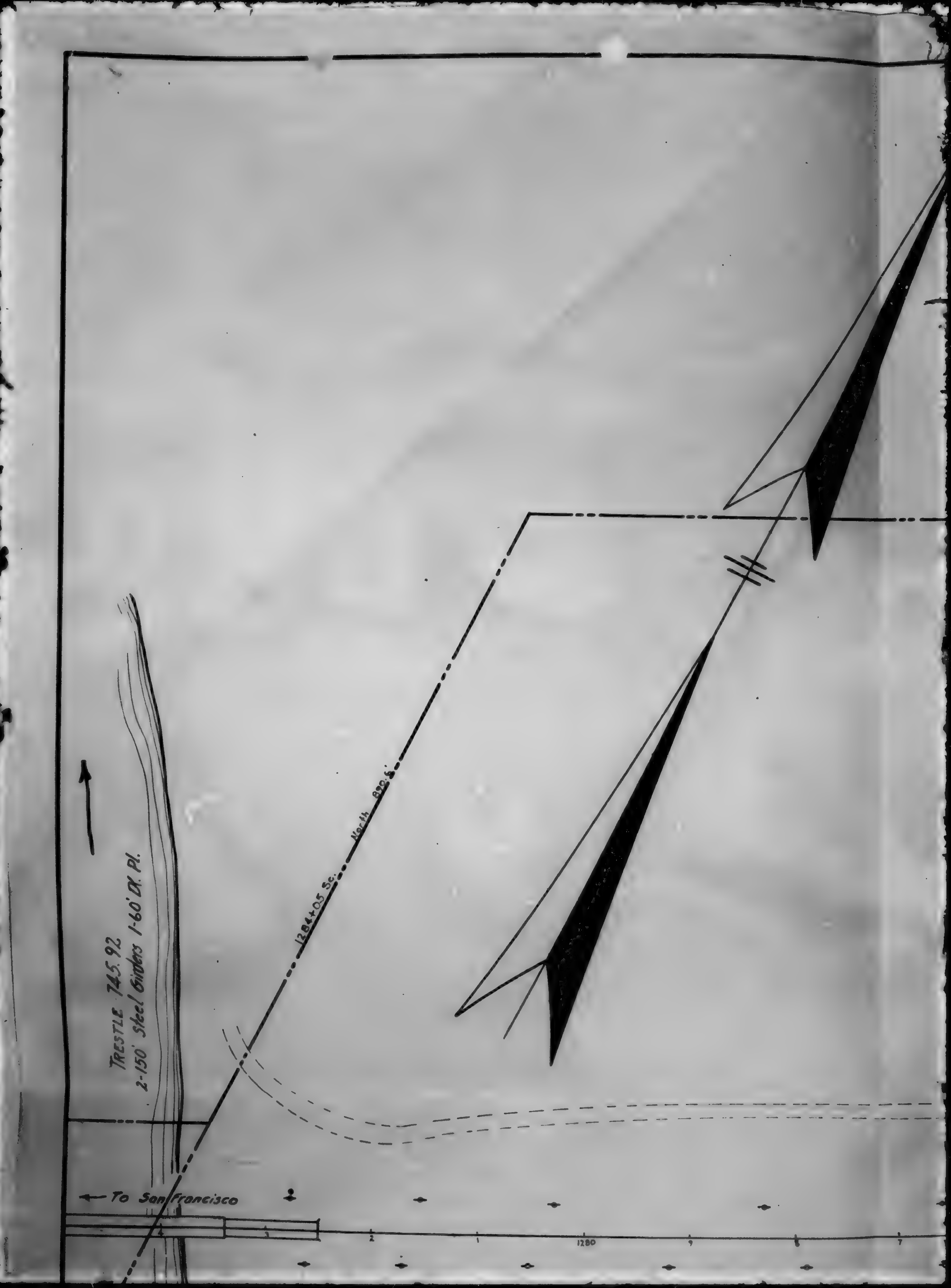


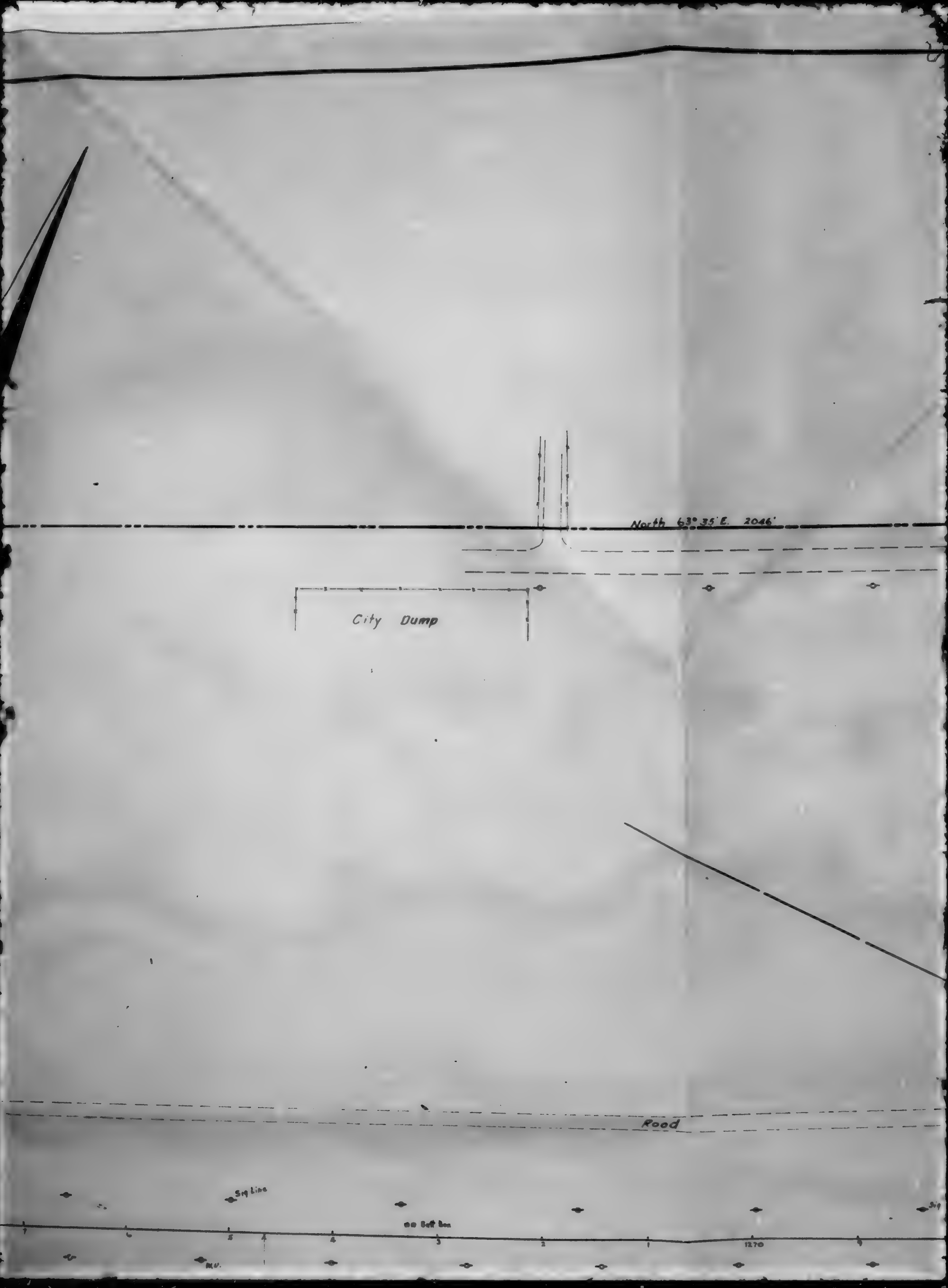
SOUTHERN PACIFIC COMPANY
PACIFIC LINES
MAIN LINE
CANBY
Construct Spur
Ralston Purina Company
Scale: 1"=100ft. RG June 13, 1962
Rev June 27, 1962

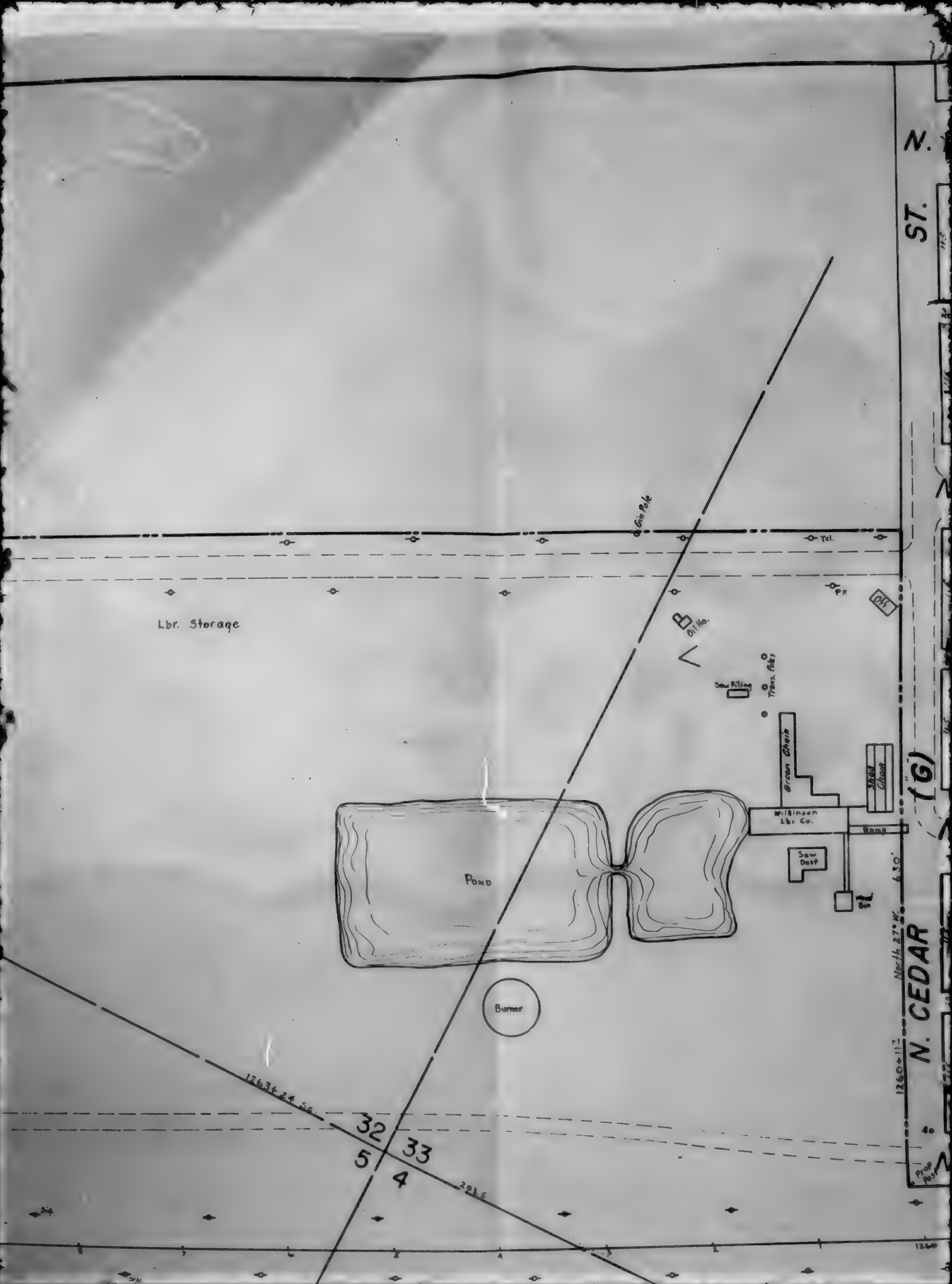

A. SEELY D.L.C. NO. 57
Match Mark for Next Sheet
North 123.63
N 63°35' E
3016
N° 2
32
33
No. 1
19
18
7
6
B Street
1250
1270
To San Francisco
D.L.C. NO. 48
No. 2
S. 4
PACIFIC HIGHWAY 99
D

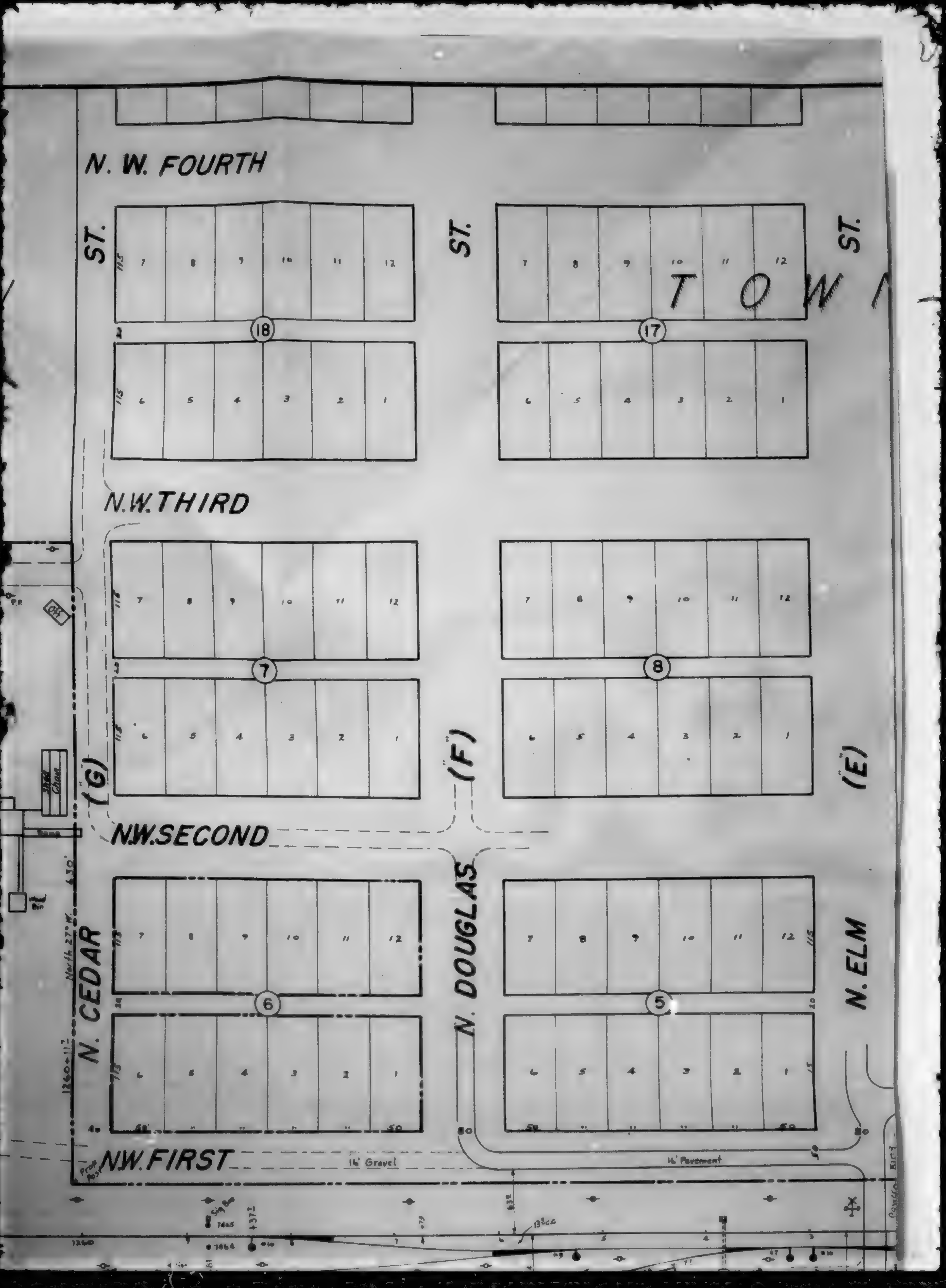

Sta. Pt. 1243+45.9
CANBY
Mile 746.8
747
5TH
4TH
3RD
2ND
ST.
1ST
No. 1
No. 3
No. 2
No. 7
D. L. C. No. 49
MAPLE
POPLAR
ST.
GURLEYS
ADDITION
DED MAN'S
COUNTY ROAD
ALBERT LEES ADDN
LEE ST.
ALBERT LEES 2ND
PHILANDER
1554.3
T. 3 S., R. 1 E., W.M.
T. 4 S., R. 1 E., W.M.

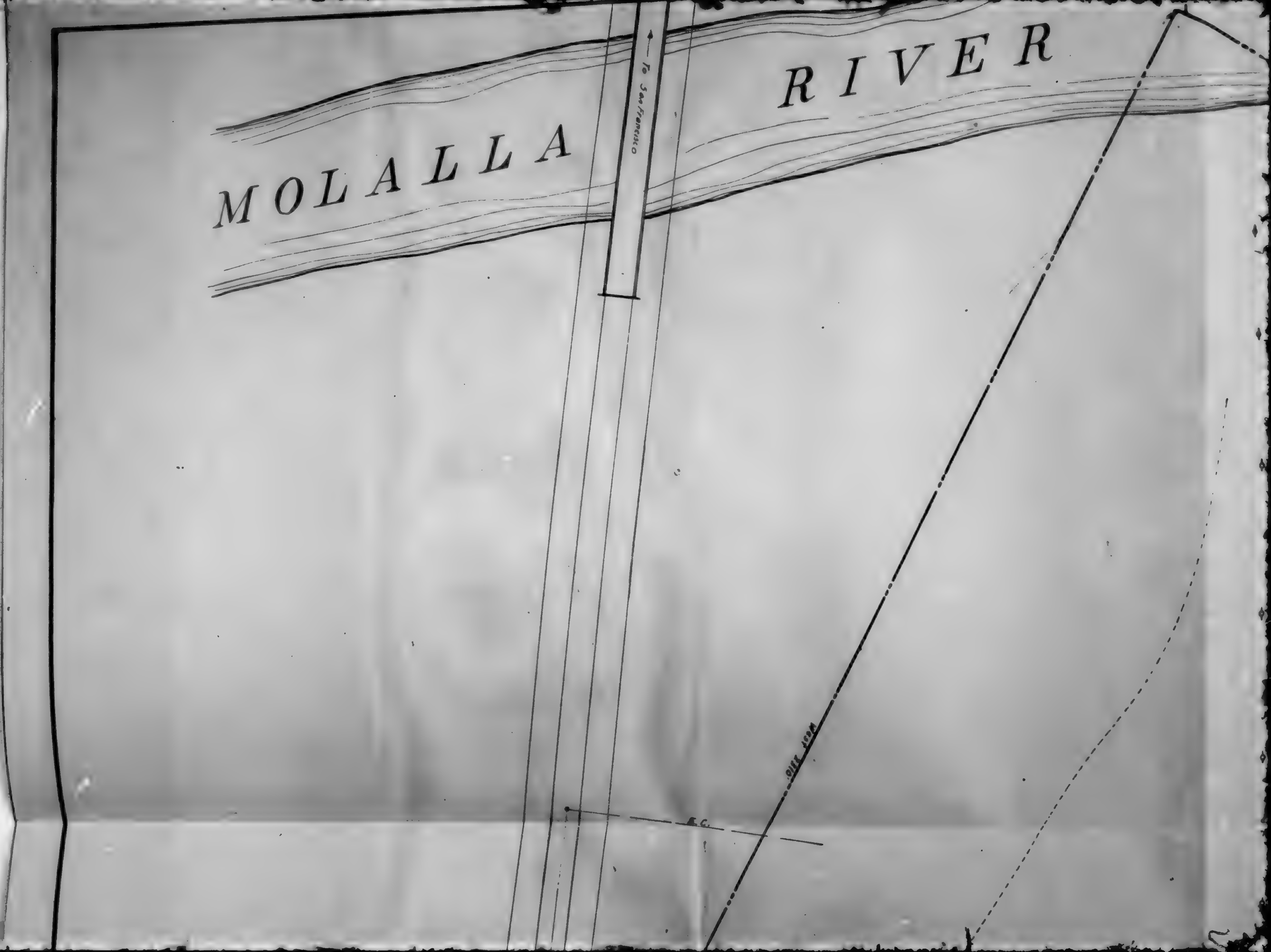

Sta. Pt. 1243+45.9
CANBY
Mile 746.8
ST.
County Road
1554.3
FAIR
GROU
747
1936
No. 2
No. 1
D-695.06
To Portland
ALBERT LEE'S ADDN
LEE ST
ALBERT LEES 2ND ADDN.
GURLEYS
ADDITION
COUNTY ROAD
PHILANDER LEE
For Details
D.
Scale 1" = 400'
T. 3 S., R. 1 E., W.M.
T. 4 S., R. 1 E., W.M.
1220

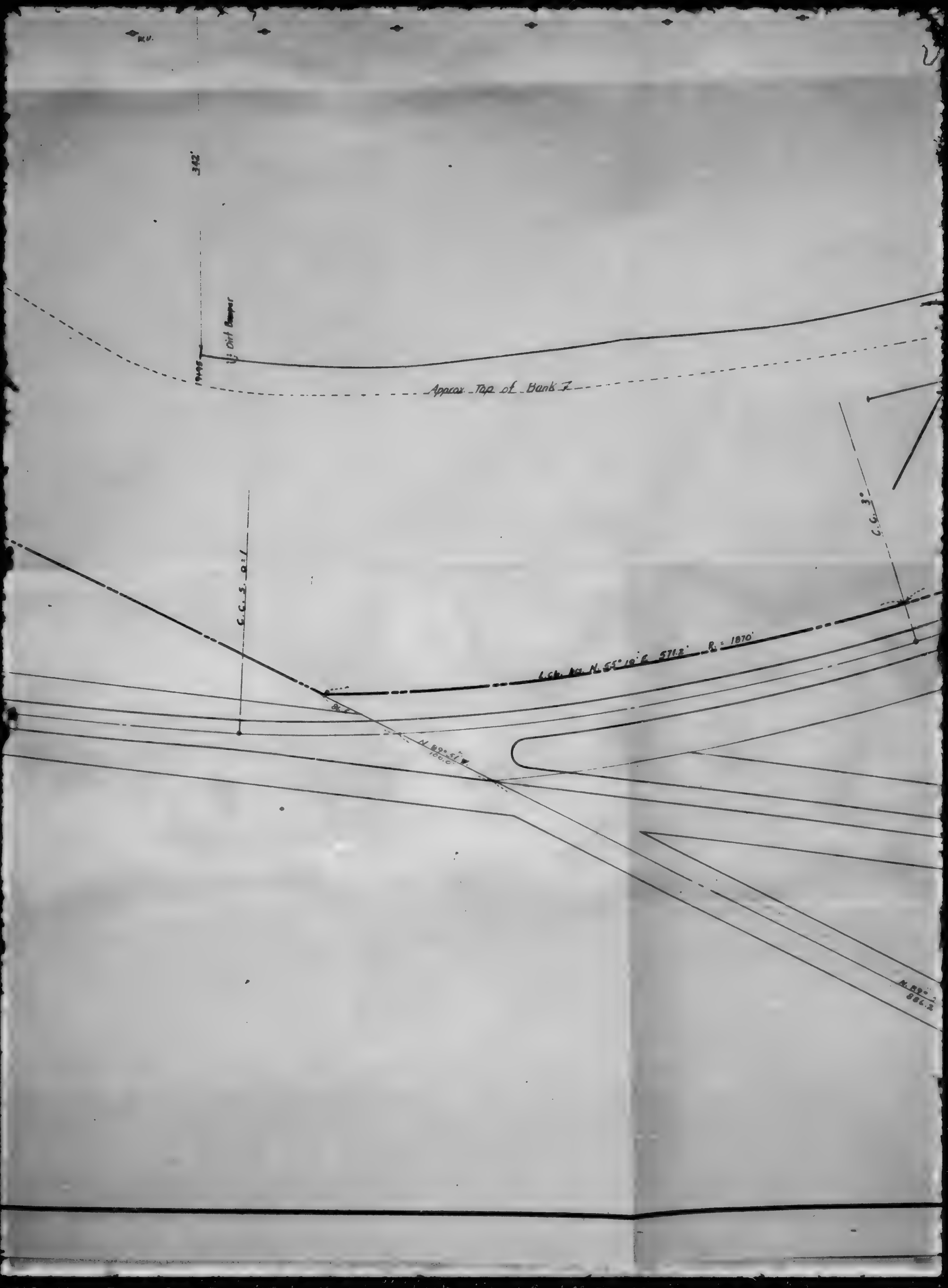

TRESTLE 745.92
2-150' Steel Girders 1-60' Dk. Pl.
1284+05 Sc.
North 890.6'
← To San Francisco

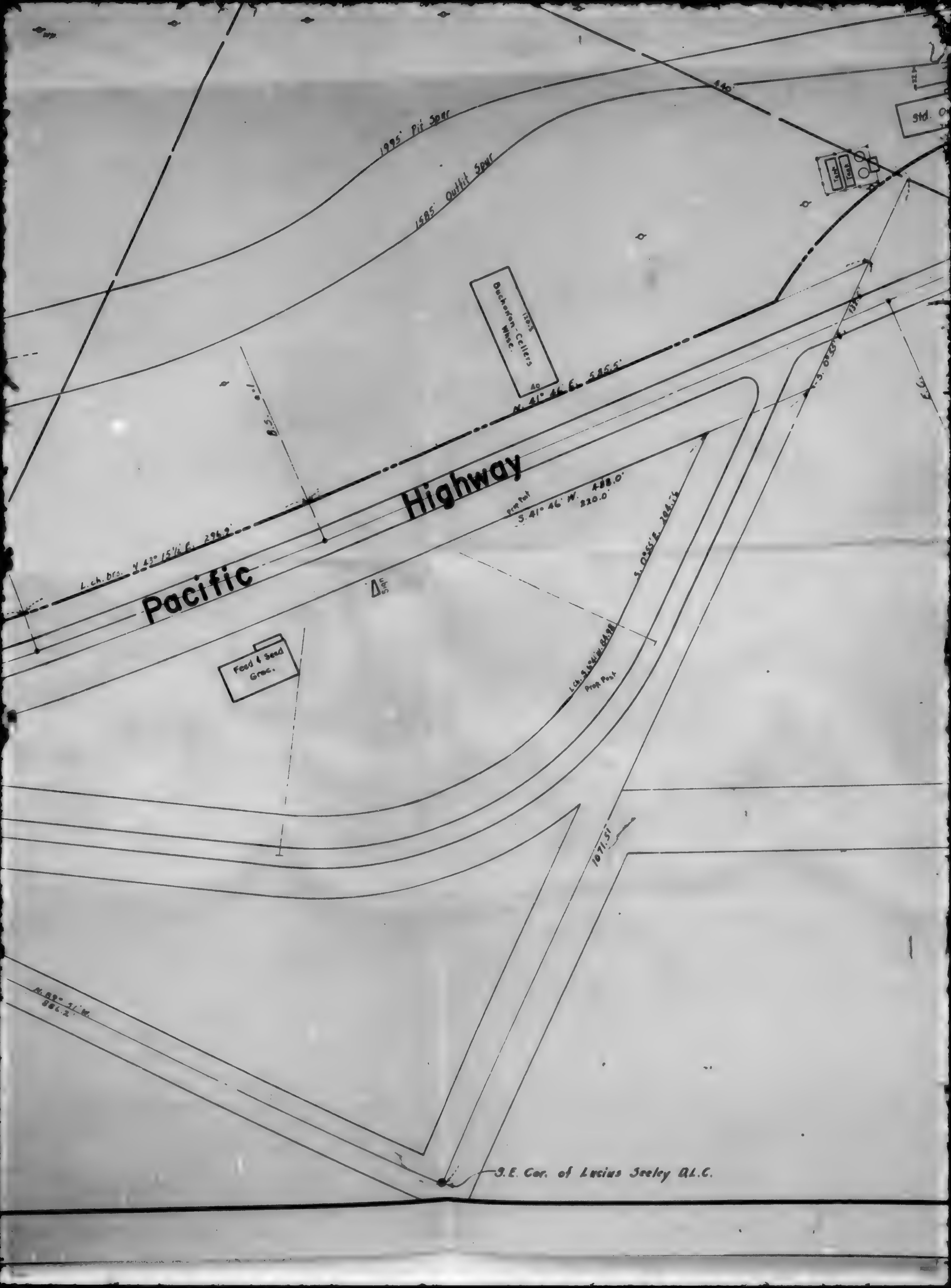

North 63° 35' E. 2046'
City Dump
Road
Sig Line
Sig
M.V.
7
6
5
4
4
3
2
1
1270
9

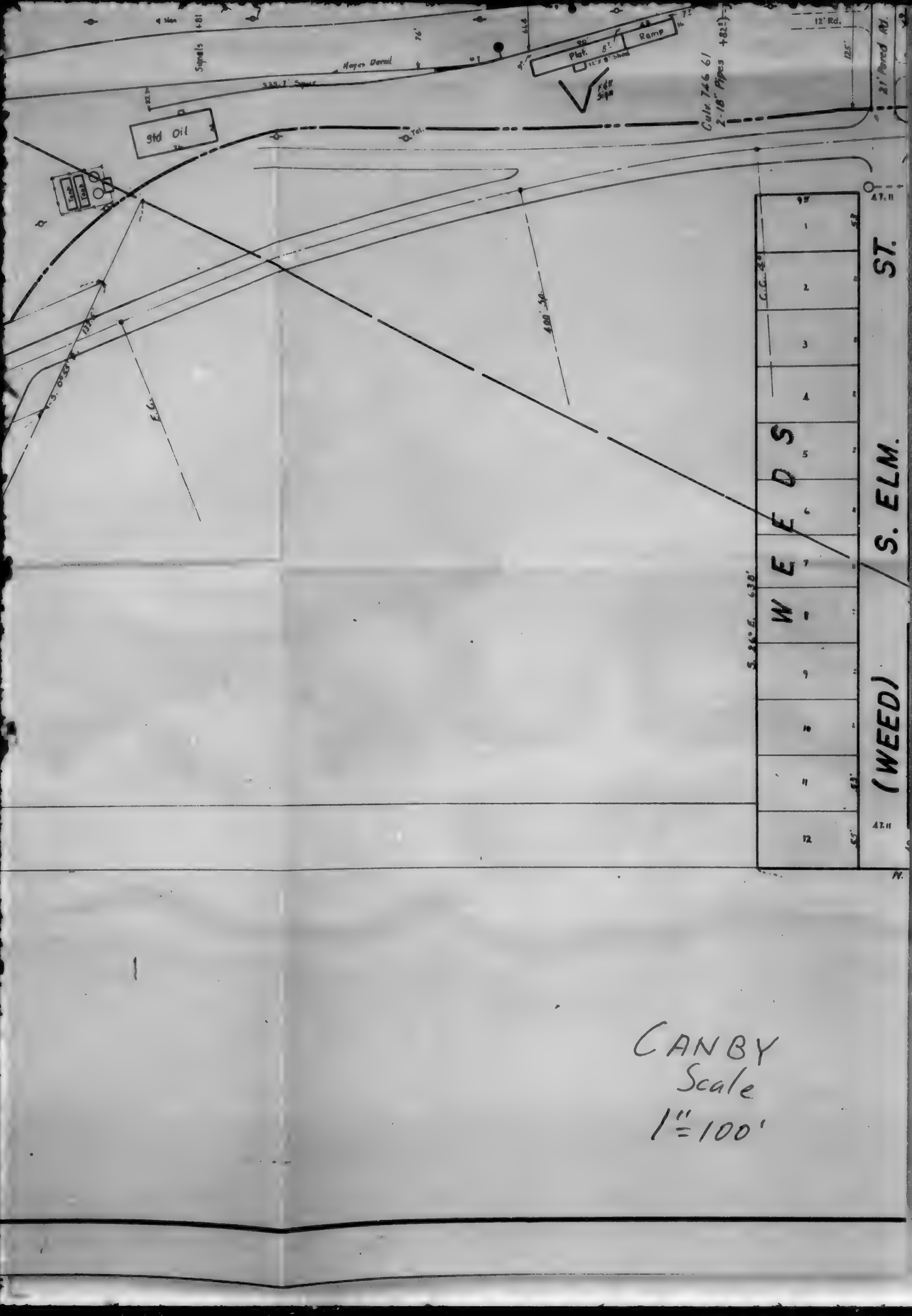

N. CEDAR ST.
(G)
Lbr. Storage
Gin Pole
Tel.
P.P.
O.S.
Oil Ho.
Saw Filing
Trans. Poles
Green Chain
Sheet Chain
Wilkinson Lbr. Co.
Ramp
Saw Dust
Wood Bin
Pond
Burner
North 27° W.
630'
1260+11.7
40
Prop Post
1263+24 So.
203.5
32
33
5
4
1260


N. W. FOURTH
ST.
ST.
ST.
TOW
18
17
N.W. THIRD
7
8
("G")
("F")
("E")
N.W. SECOND
N. CEDAR
N. DOUGLAS
N. ELM
6
5
N.W. FIRST
16' Gravel
16' Pavement
North 27° W.
630'
1260+11.7
Sig Box
1260


MOLALLA RIVER
To San Francisco
West 2310'
R.C.


W.V.
342'
14+98
℄ Dirt Bumper
Approx. Top of Bank 7
C.C.S. 2:1
C.G. 3°
L.Ch. Brg. N. 55° 10' E 571.2' R. = 1870'
86.2
N 89° 51' W
100.0
N 89°
886.2


1995' Pit Spur
1585' Outfit Spur
Std. O
Duchesne-Cellers Whse.
120.5
40
N. 41° 46' E. 585.5'
L. ch. brs. N 43° 15¼' E. 296.9'
Pacific Highway
S. 41° 46' W. 488.0'
320.0'
Prop. Post
S. 0°55' E. 284.16
L. ch. S 64°41' W. 84.98
Prop. Post
Feed & Seed Groc.
S. 0°55' E.
1071.51
N. 89° 51' W.
886.2'
S.E. Cor. of Lucius Seeley D.L.C.



CANBY
Scale
1" = 100'

RECEIVED
[illegible] 10 1962
FOR FILING
F 53 (8)
6272

Salem, Oregon
August 29, 1962

Mr. E. L. Porter
Assistant State Highway Engineer
OFFICE

I note that we may soon schedule a public hearing on the Canby-Aurora Section of 99E. As a part of this section we are going to improve the crossing of the railroad by Irving Street (Barlow Road). I have had conferences with the Southern Pacific Company and have advised the Clackamas County Board of Commissioners of our intention. This will probably come up at the hearing, or at least it should be presented, and I would suggest that whoever conducts the hearing be familiar with it.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. F. D. Morgan
Mr. Victor D. Wolfe

RECEIVED
UG 28 1962

FOR FILING

F-53(8)

6272

August 28, 1962

Board of County Commissioners
Clackamas County
County Courthouse
Oregon City, Oregon

Gentlemen:

Re: Barlow Road Grade Crossing
Pacific Highway East

The State proposes to revise the grade line and the connection with Barlow Road (Irving Street). This crossing has caused considerable concern in the past because of the abrupt rise of the county road grade line at the railroad crossing.

I am attaching a copy of a map entitled "P.U.C. Vicinity Map & Profile, Irving Street Crossing S.P.R.R., Canby-Aurora Section, Pacific Highway East, Clackamas County", dated March 1, 1962. The cost of this revision would be a part of the highway improvement program. When the project is completed, the maintenance of the county road would remain with the County, as is the present case.

Will you please advise if this plan meets with your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. H. S. Cox

RECEIVED
AUG 29 1962
FOR FILING

F-53(8)

6272

August 27, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Irving Street (Barlow Road)
Grade Crossing
Canby-Aurora Section
Pacific Highway East

The State proposes to improve the section of the Pacific Highway East from Canby southerly to Aurora, probably terminating at the top of the hill south of Barlow. Within this section, the highway and your main line tracks are crossed by Irving Street in Barlow (commonly known as Barlow Road). This is a grade crossing which is classed as hazardous, primarily because of the grade line approaching the tracks from the highway.

We propose to raise the grade of our highway adjacent to your railroad and raise the grade of Barlow Road to do away with the abrupt rise at your tracks. In making these changes we will require easements on your right of way as shown on our drawing entitled "P.U.C. Vicinity Map & Profile, Irving Street Crossing S.P.R.R.", dated March 1, 1962. This is a 1" = 200' scale map, a copy of which is enclosed. For your use, I also enclose a blowup of this map to a 1" = 100' scale.

We are providing a deceleration lane and a connection from this lane to Barlow Road which will involve the widening of the crossing of your tracks sufficiently to accommodate both this access lane and Barlow Road itself.

You recently installed modern signals at this crossing and it probably will be necessary to re-set these signals to conform with the proposed alignment and grade. Since this is a crossing which you have already signalized, it is proposed that costs of the project be borne by the State. We are considering the installation of an advance warning sign which would be visible to traffic approaching from the north warning motorists that a train was on the side road crossing. This may not be advisable because of the deceleration lane which very materially decreases speeds of main lane highway traffic which would be using the crossing.

We will shortly present a petition to the Public Utility Commissioner for an order authorizing this work, and I submit these maps so that you may have opportunity to consider the matter prior to the hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enclosures

bc Mr. Forrest Cooper
Mr. F. B. Klaboe

RECEIVED

F 33([illegible])

6272

NOTE
W. C. WILLIAMS

LOCATION PROSPECTUS
CANBY-AURORA SECTION
PACIFIC HIGHWAY EAST

The following prospectus is submitted concerning the above-mentioned section of the Pacific East Highway which is a State Primary facility on the Federal Aid Primary System. The northerly terminus is at South Elm Street in Canby at the southerly end of the recently located New Era-Canby Section. The southerly terminus is at the northerly corporate limits of Aurora. The overall length of the project is 2.9 miles.

This will be a location survey to prepare plans, specifications, and estimates for widening, grading and paving on existing alignment. The town of Canby is at the northerly end of the project and the town of Aurora is at the southerly end.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1958) ADT is 6,000 and the projected (1978) ADT is 12,000. Maximum grade and curvature will be 5 per cent and 4 degrees respectively. Traffic warrants a 4-land divided highway with a typical section consisting of two 24-foot traveled ways with 10-foot shoulders separated by a 4-foot striped median. Deviations from State and Federal standards are not anticipated.

The rise and fall and the central angle of the existing and proposed facilities are 107 feet and 75 degrees respectively.

This will be an expressway with access limited to designated roadways and connections. There are no interchanges or railroad crossings. There are three major stream crossings -- Molalla River, Pudding River and the Pudding River Relief Channel - with an overall span of 1,105 feet which will require widening or replacement. Bridges will remain in place to handle traffic during construction.

The tentative base design by G. L. Decker is:

Paving Base and Wear	3½"	A.C.
Top Course Base	2 "	3/4"-0 Crushed
Bottom Course Base	16 "	Coarse Crushed
Total Depth	21 "	

Materials are available from local commercial and State-controlled sources.

Agreements with Canby will be necessary.

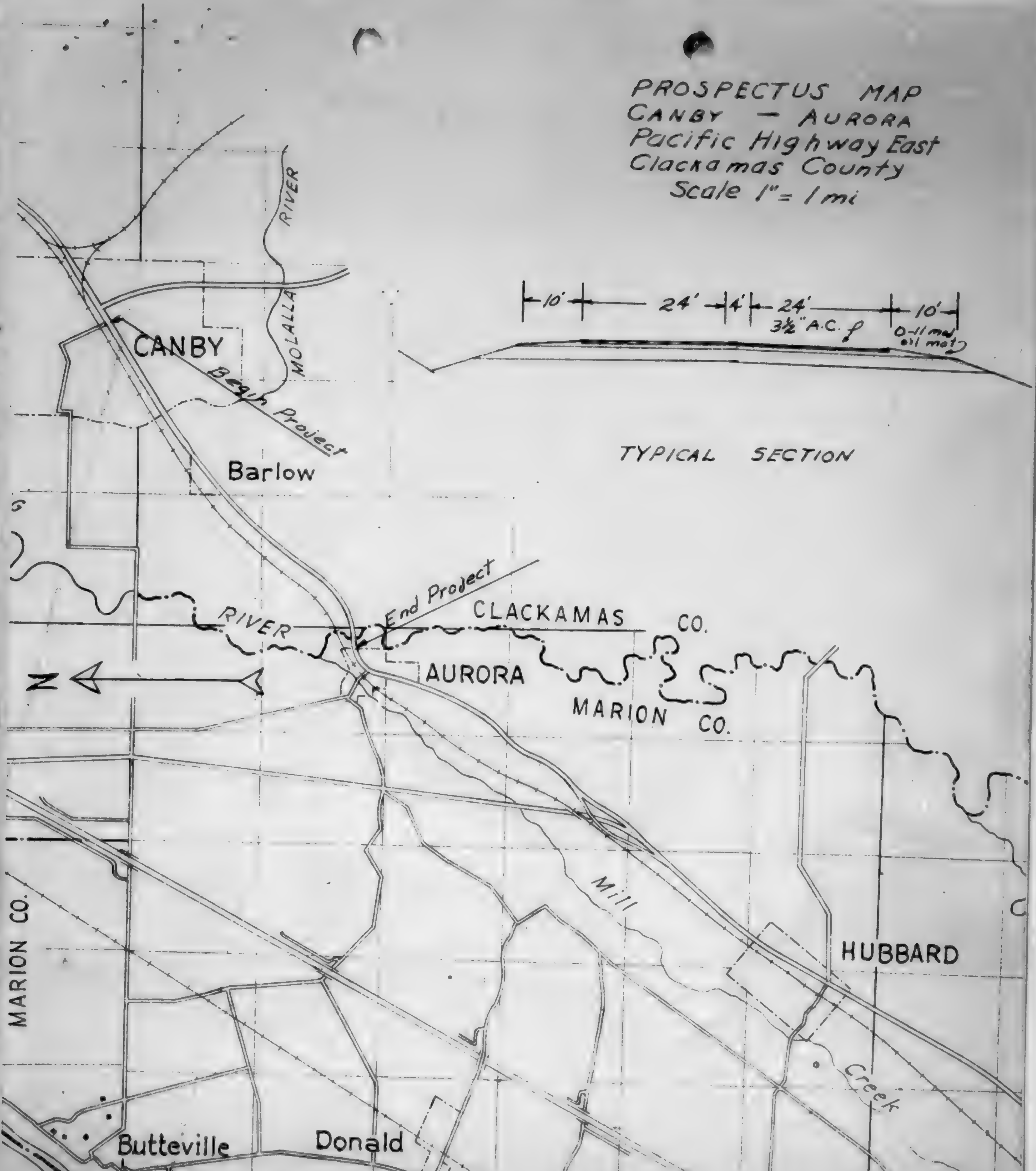
There are no State parks or roadside rest areas affected by this project.

July 11, 1960

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED
JUL 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP
CANBY – AURORA
Pacific Highway East
Clackamas County
Scale 1" = 1 mi

RECEIVED
MAY 26 1960
FOR FILING
Const
R/W
Parking E.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1960

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Canby to Aurora

Reply is made to your letter of May 13th concerning the four-laning of U.S. 99E.

The thought is good to improve north from Hayesville and we will submit an order for that work. It had been previously prepared, but I had not submitted it since Mr. Young advised me the work was not on the five-year program.

Tom Edwards
Construction Engineer

TE:jw

RECEIVED
MAY 25 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
[illegible] 1960
FOR FILING

Const
R/W
Pac. Hwy E

Salem, Oregon
May 13, 1960

Authority for Survey
Canby-Aurora

Mr. Tom Edwards
Construction Engineer
OFFICE

I have approved your Authority for Survey for continuing the four laning on US99E from Canby to Aurora, as I assume that you wish to get this survey completed when crews are available.

I believe that thought should be given to extending the widening program on US99E northerly from Hayesville in the Salem area at least for a few miles where the traffic is considerably heavier than at Aurora.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Attach.
cc Mr. W. C. Williams

303-1712 Estacada (N.W. Wade St.) Sec. 1963
of City St. (Grad. & Pav.)
#6273

3rd Dorsal. Third, 38

SCA

OREGON STATE HIGHWAY DEPARTMENT Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6273 Prefix 303-1712 Survey Prefix 303-1410

Street Wade Street

City Estacada

Payments to Contractor	$ 14,423.75
Engineering and Contingencies.........................	1,582.50
Survey..	1,061.04
TOTAL.............	$ 17,067.29
Agreed State Share	17,067.29
Agreed City Share	$ --
City Advance Deposit	$ --

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY Clackamas

HIGHWAY City Street

SECTION Estacada (N.W. Wade St.)

PREFIX NO. 303-1712-204(41)

CONTRACT NO. 6273

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIO
001	DRAINAGE EXCAVATION	UNCLASSIFIED	CU YDS	45000	24900	11205	
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	12500	781600	97700	
003	FINISHING ROADBED AND	SLOPES	MILE	5000000	140	7000	
005	12-INCH CORRUGATED STEEL	PIPE	LIN FT	40500	134000	54270	
006	18-INCH CORRUGATED STEEL	PIPE	LIN FT	51000	44000	22440	
007	12-INCH CULVERT PIPE		LIN FT	32500	258000	83650	
008	COARSE CRUSHED MATERIAL	IN BASE	CU YDS	35000	1685000	589750	
009	3/4IN-0 MATERIAL IN BASE		CU YDS	35000	340000	119000	
010	SPRINKLING		M-GALS	35000	23700	8295	
011	PREPARATION OF BASE		MILE	5000000	140	7000	
014	CLASS B ASPHALTIC	CONCRETE	TONS	95000	436700	414865	
015	EXTRA FOR PAVING	APPROACHES	ONLY	150000	12000	18000	
121	18-INCH CONCRETE PIPE		LIN FT	45000	20000	9000	

DATE 08/27/63	CONTRACT NO. 6273	TOTAL CONTRACT ITEMS 1442375
PREVIOUS VOUCHER NO. 5628		0 % RETAINED ON CONTRACT ITEMS
CHECKED BY CP hc		FORCE ACCOUNT
ENGINEER OR AUDITOR M. M. Stump		TOTAL PAYMENTS 14,423.75

Clackamas

City Street

Estacada (N.W. Wade St.)

PREFIX NO. 303-1712-204(41) 792.08 Dr.

CONTRACT NO. 6273

ESTIMATE NO. 3 Final

STATE WARRANT NO. [illegible]

AGENCY VOUCHER NO. 6855

HIGHWAY FUND

PAYEE
Charles T. Parker Construction Co
P. O. Box 7588
Portland 20, Oregon

734-01-9935	03	TRANS. CODE A

AMOUNT $ 792.08

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DEPARTMENT BY AUTHORITY OF O.R.S. 366.435 APPROVED FOR PAYMENT AND INCLUDED ON LIST NO.

UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
45000	24900	11205	11205	
12500	781600	97700	97700	
5000000	140	7000	7000	
40500	134000	54270	54270	
51000	44000	22440	22440	
32500	258000	83850	83850	
35000	1685000	589750	589750	
35000	340000	119000	119000	
35000	23700	8295	8295	
5000000	140	7000	7000	
95000	436700	414865	414865	
150000	12000	18000	18000	
45000	20000	9000	9000	

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	1442375	1442375	
RETAINED ON CONTRACT ITEMS		792.08	792.08
FORCE ACCOUNT			
TOTAL PAYMENTS	14,423.75	13,631.67	792.08

CONTRACTOR'S CERTIFICATE

I, ______________________

certify that I am ______________________
(If firm or corp., state capacity)

that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated above; further that where force account work is charged, any contributions to the employees health and welfare fund required by negotiation between the Associated General Contractors, and the laborers, teamsters, and operating engineers unions have been paid; further, that no portion of this claim has been previously paid.

SIGNATURE X

This claim has been authorized in the above amount.

Deputy State Highway Engineer

AUDITED BY

PERIOD COVERED To 7/15/63

AUDITED AND ALLOWED

Secretary of State

DUPLICATE VOUCHER

(Y) 8-29-63

RECEIVED
AUG 30 1963

FOR FILING

303-1712
6273

August 30, 1963

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On August 19, 1963, we wrote to you concerning release of final payment on Contract No. 6273, awarded to Charles T. Parker Construction Company for grading and paving the Estacada (N. W. Wade Street) Section of city street in Clackamas County.

Final payment on this contract is $792.08 and the total contract amount is $14,423.75. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fkn

cc Glens Falls Insurance Co.
James E. Schram & Co.
Woodlark Bldg.
Portland 5, Oregon

Charles T. Parker Const. Co.
P. O. Box 7588
Portland 20, Oregon

C. H. Maison
Attn.: John Herr

RECEIVED
AUG 19 1963
FOR FILING

[illegible]
6273

August 19, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 15 on Contract No. 6273. The contract was with Charles T. Parker Construction Company and was for grading and paving on the Estacada (N. W. Wade Street) City Street Section in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 19, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #8 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 3, 1963

Section Estacada (N.W. Wade St.)

Kind of work Grading & Paving

Highway City Street County Clackamas

Section prefix 303-1712

Contractor C.T. Parker Const. Co.

Contract number 6273

Date of contract 6/10/63, 19

Specified work days 70

Date work started 6/18/63, 19

Work days used 10

Project authorization $ 17,877.94

Exclusive of engineering $ 16,606.62

Per cent of time elapsed 14 %

Estimated cost of completed project, exclusive of engineering $ 14,423.75

Estimated per cent overrun or underrun -13.1 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,271.32

Engineering cost to date $ 1,341.61, 105.5 %

Date project was completed July 15, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final submitted to Division office July 30, 1963. Final Report.

NOTED
[illegible] R. OAKES

[illegible] 1963

#1 DB5 CB

Signed [illegible]. M. Stump, Res. Eng'r.

Address PO Box 346, Troutdale, 97060

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 11 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH W. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6273

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Charles T. Parker Const. Company
P. O. Box 7588
Portland 20, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6273 for the following project:

Grading and paving on Estacada (N. E. Wade Street) Section of City Street in Clackamas County

This award was based on your low bid of $15,841.80 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (STAC)

S.Y. Tx - 131.

RECEIVED
MAY 21 1963
FOR FILING

303-1712

6273

Salem, Oregon
May 13, 1963

Special City Allotment Project
North Wade Street
City of Estacada

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. H. C. Ayers
County & City Field Engineer

Attached is an executed copy of an agreement with the City of Estacada covering the Special City Allotment project on N. W. Wade Street from Sixth Avenue to N. W. Fourth Street.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Estacada.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

CITY OF ESTACADA
P. O. BOX 247 PHONE 279-3223
ESTACADA, OREGON

OFFICERS
DAVID HORNER, MAYOR
EARL H. ECKERSLEY, COUNCIL PRES.
ALICE R. CORRELL, TREASURER
EUGENE SHORE, MUNICIPAL JUDGE
M. R. COLEMAN, CITY RECORDER

COUNCILMEN
ROBERT A. CLAYVILLE
EARL H. ECKERSLEY
LESLIE KIGGINS
DELBERT NORDQUIST
ROBERT SAUNDERS
SIMPSON S. DUNLOP

Harold C. Ayers

279-3223

April 23, 1963.

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
H. S. COX

RECEIVED
APR 24 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. H. C. Ayers
Field Engineer
State Highway Department
Salem 10, Oregon.

Re: Contract

Dear Sir:

The City Council of Estacada met in special session April 22, 1963, however they did not approve the contract as submitted until they get a clarification, and they instructed me to write and ask you to verify (1) General Description of said project and apportionment of costs thereof between State and City:
(b) The estimated cost of said project is $21,800.00.

For the 4 blocks originally planned, they had an estimate of around $23,300.00 and they could not understand why half the project would come to $21,800.00.

Please let us hear from you soon for the Regular Meeting of the Council will be May 2, 1963 at which time it will be given consideration.

Very truly yours,

M. R. Coleman

M. R. Coleman

4-29-63
Called Mr Coleman
He says will send in
agreement May 3, 1963
5-1-63 HCA
Took copies of plans
for Councils signature

NOTED
V R JONES

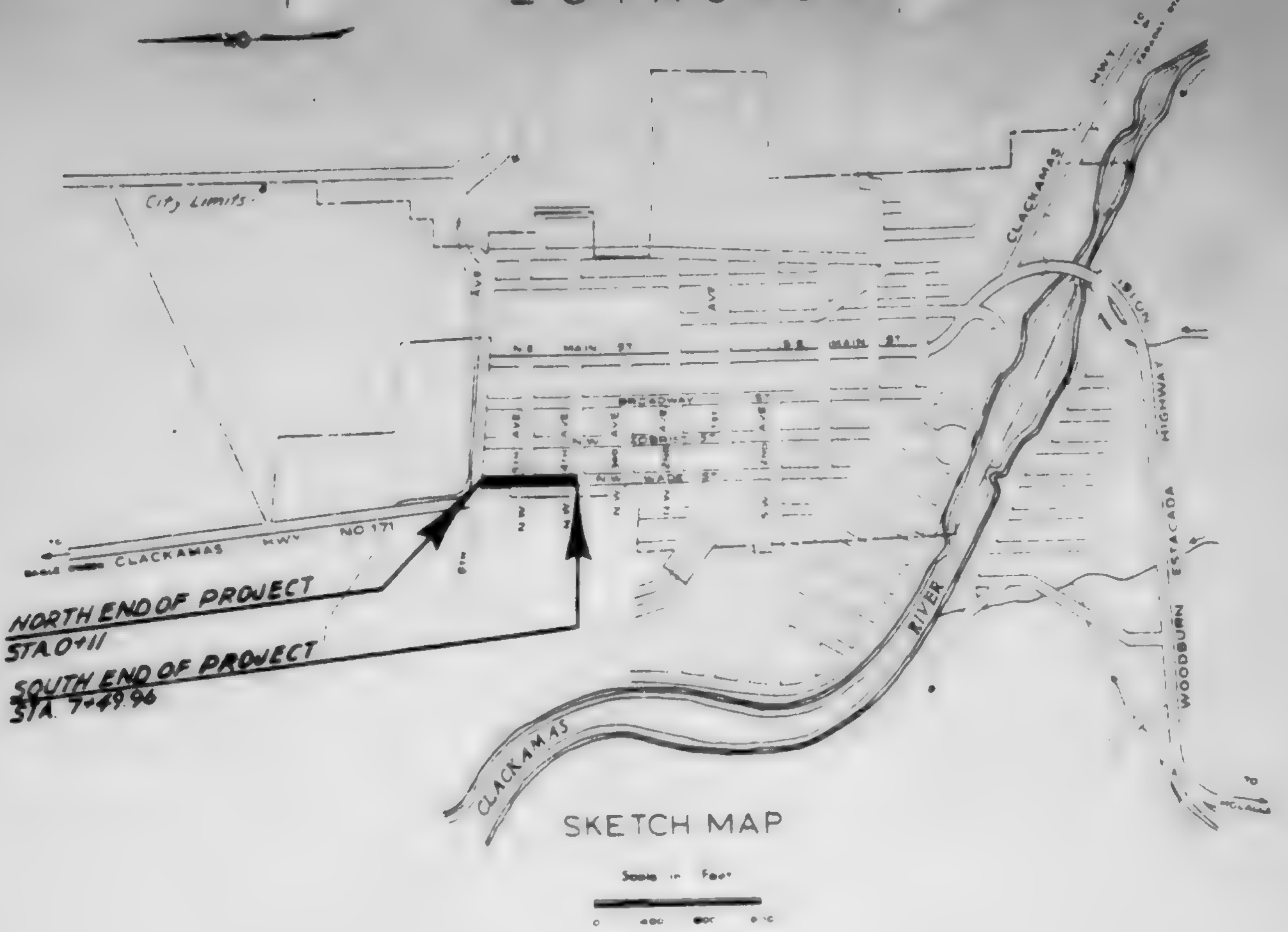
ESTACADA (N.W. WADE ST.)

[illegible] 4-10-63

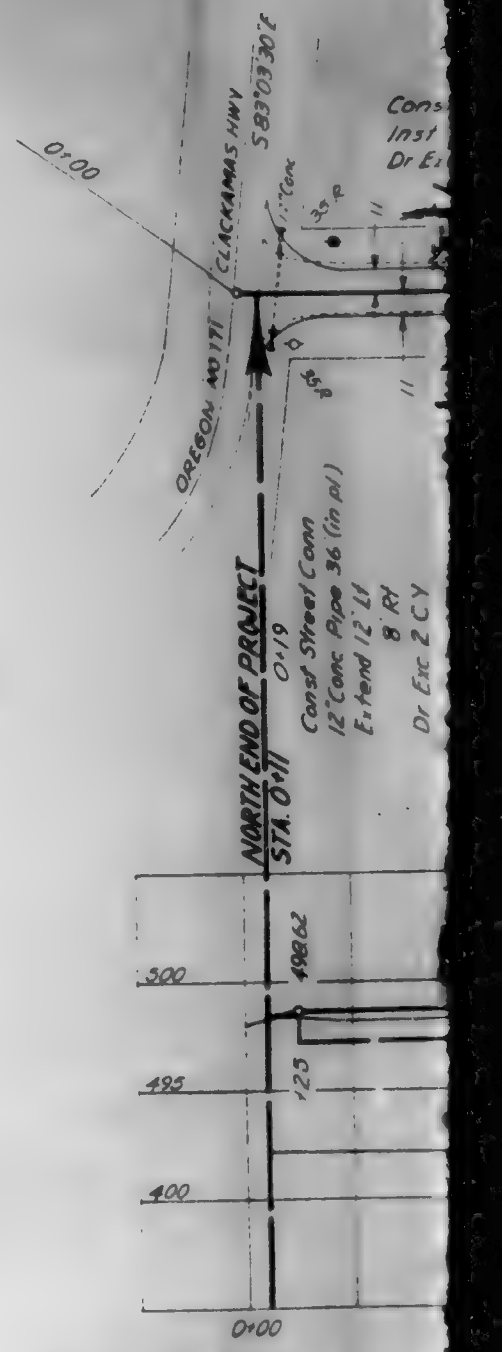
Drainage Excavation, Unclassified	34	cu. yd	3^{00}	102 -
General Excavation, Unclassified	900	cu. yd.	2^{50}	2250 -
Finishing Roadbed and Slopes	0.14	mile	1500 -	210 -
12-inch Concrete Pipe	24	lin. ft	2^{50}	60 -
12-inch Corrugated Steel Pipe	150	lin. ft	3^{75}	562^{50}
18-inch " " "	50	lin. ft	5^{00}	250 -
12-inch Culvert Pipe	280	lin ft	3^{00}	840 -
Coarse Crushed Material in Base	1730	cu. yd	4^{00}	6920 -
3/4"-0 Material in Base	360	cu yd	4^{25}	1530 -
Sprinkling	52	M. Gals.	3^{50}	182 -
Preparation of Base	0.14	mile	1000 -	140 -
3/4"-0 Material in Binder Course	16	cu. yd.	6^{00}	96 -
R.C. 250 Asphalt	3	Ton	70 -	210 -
Class "B" Asphaltic Concrete	480	Ton	10 -	4800 -
Extra for Paving Approaches	14	only	30 -	420 -
				$18572^{50}
	Anticipated			50 -
				$18622.50
	12½ Eng. & Cont			2327.81
				$20950.31

Anticipated Items
Flagging 50

ESTACADA



SKETCH MAP



SUMMARY

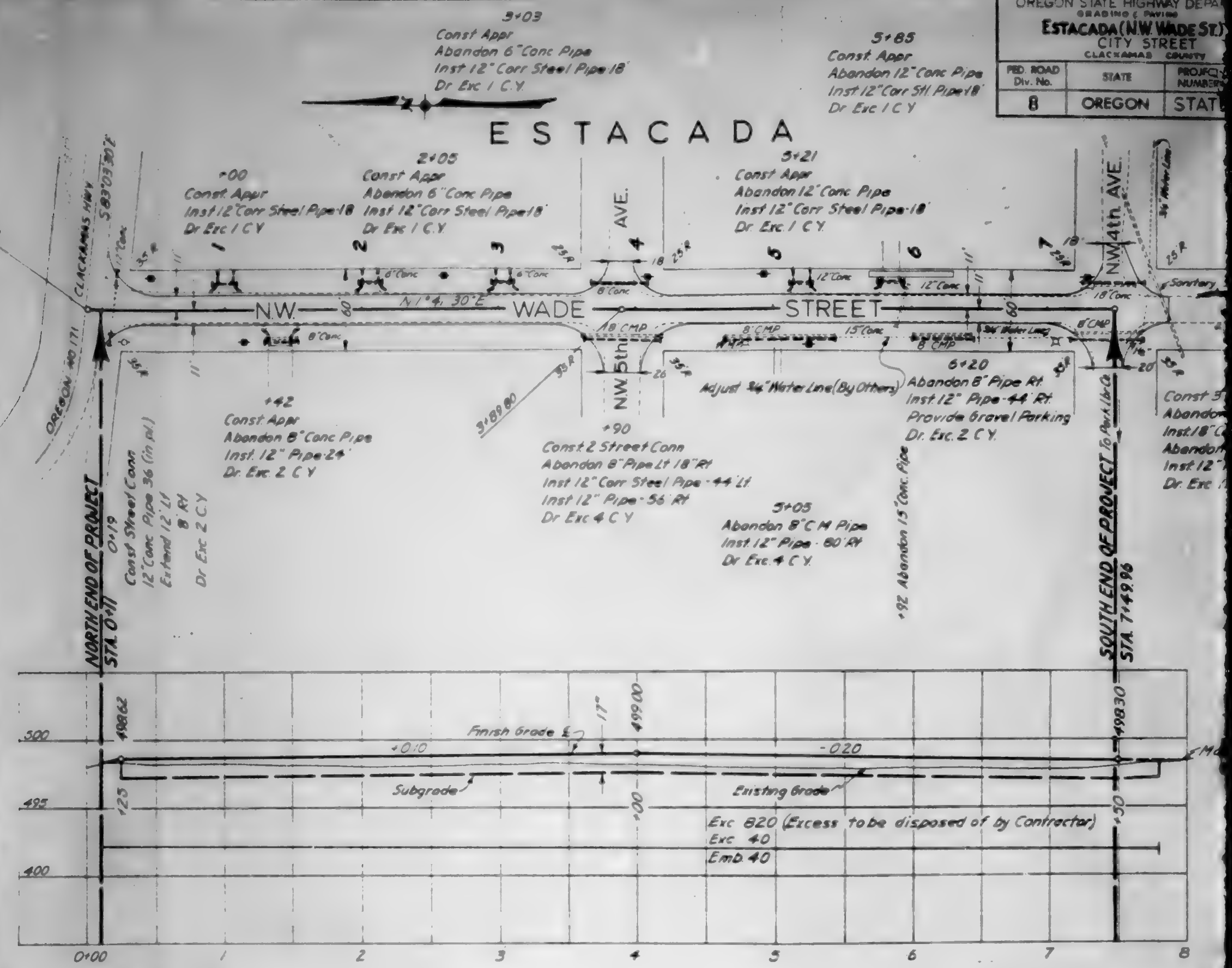
Length of Project 0.14 Mile

ITEM	UNIT	NET QUANT	ALLOW.	TOTAL
Drainage Excavation, Unclassified	Cu Yd	30	4	34
General Excavation, Unclassified	" "	860	40	900
Finishing Roadbed and Slopes	Mile	0.14	—	0.14
12-inch Concrete Pipe	Lin Ft	20	4	24
12-inch Corrugated Steel Pipe	" "	134	16	150
18-inch " "	" "	44	6	50
12-inch Culvert Pipe	" "	256	24	280
Coarse Crushed Material in Base	Cu Yd	1,572	158	1,730
3/4"-0 Material in Base	" "	327	33	360
Sprinkling	M Gal	47	5	52
Preparation of Base	Mile	0.14	—	0.14
3/4"-0 Material in Binder Course	Cu Yd	14	2	16
RC 250 Asphalt	Ton	2	1	3
Class "B" Asphaltic Concrete	"	430	50	480
Extra for Paving Approaches	One	12	2	14

Note. The Culvert Pipe shown on the plans to be installed shall be furnished by the Contractor in either Concrete, Steel or Aluminum in the standard strength and gages specified in the special provisions and standard specific except where the plans show the kinds and extra strength required.

OREGON STATE HIGHWAY DEPA
GRADING & PAVING
ESTACADA (N.W. WADE ST.)
CITY STREET
CLACKAMAS COUNTY

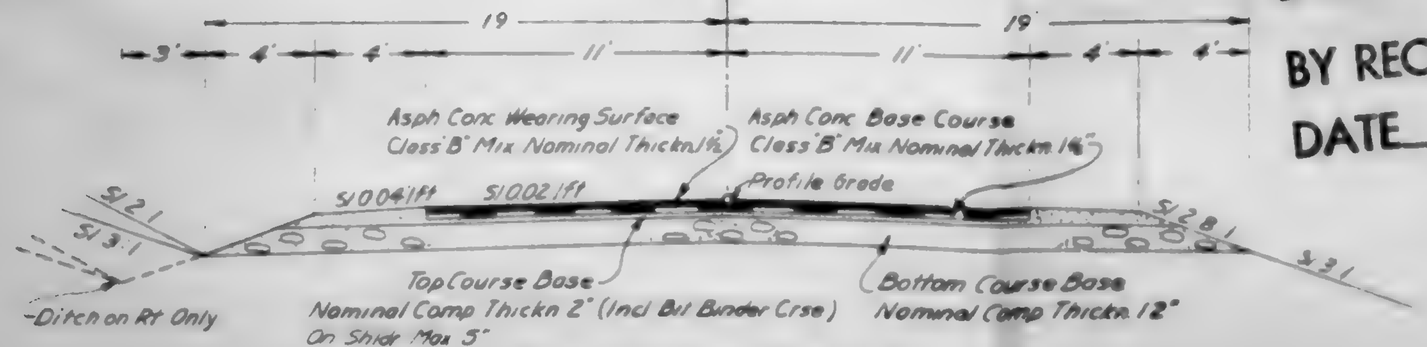
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	STAT



rt Pipe shown on the plans
talled shall be furnished by
ractor in either Concrete,
luminum in the standard
and gages specified in the
rovisions and standard specifications
here the plans show the kinds
strength required.

TYPICAL SECTION

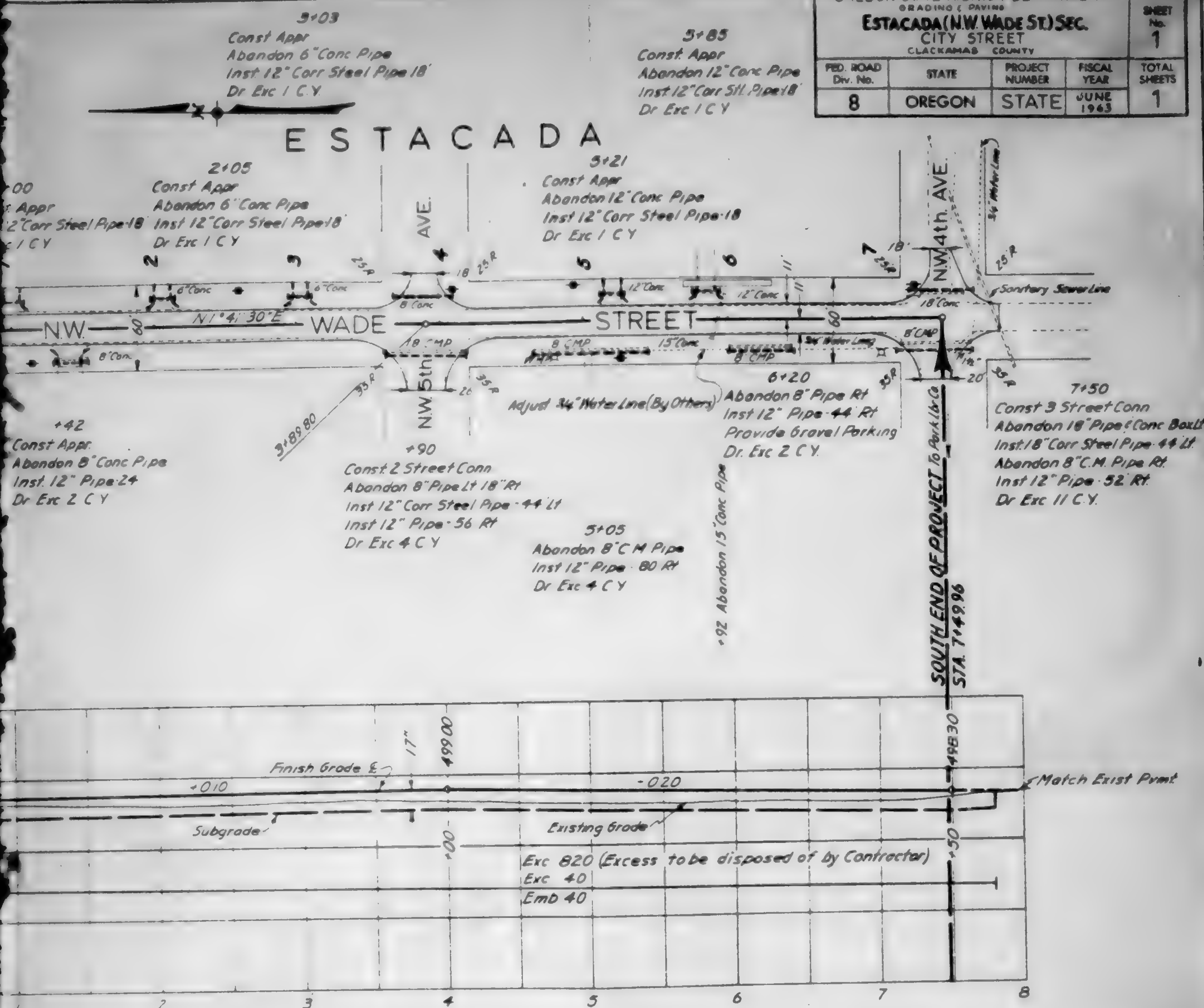
APPROVED
CITY OF ESTACADA
BY MAYOR
BY RECORDER
DATE 5-2-63



STA. 0+11 to STA. 7+49.96

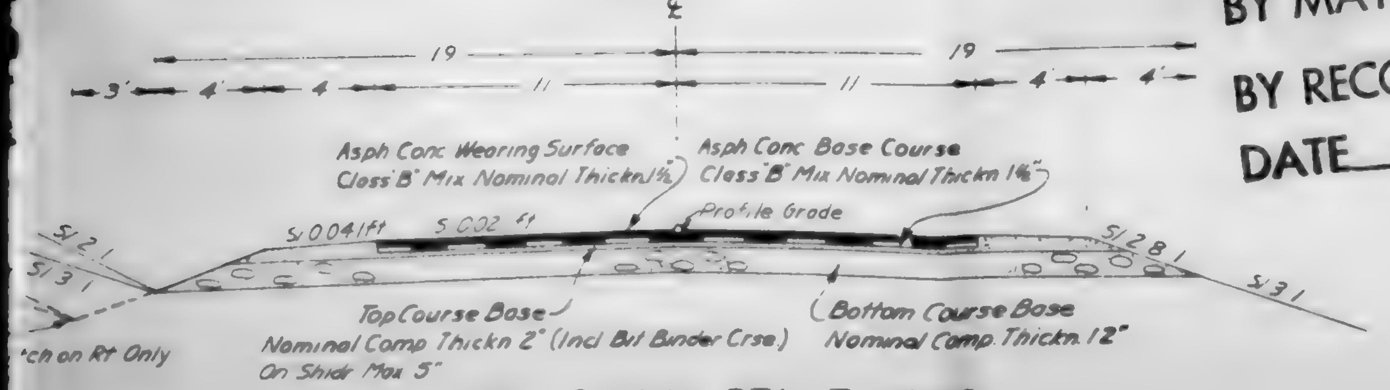
/V-16-1

OREGON STATE HIGHWAY DEPARTMENT GRADING & PAVING **ESTACADA (N.W. WADE ST.) SEC.** CITY STREET CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE	JUNE 1963	1



ESTACADA
3+03 Const Appr Abandon 6" Conc Pipe Inst 12" Corr Steel Pipe 18' Dr Exc 1 C.Y.
5+85 Const Appr Abandon 12" Conc Pipe Inst 12" Corr Stl. Pipe 18' Dr Exc 1 C.Y.
+00 Appr 12" Corr Steel Pipe 18 1 C.Y.
2+05 Const Appr Abandon 6" Conc Pipe Inst 12" Corr Steel Pipe 18 Dr Exc 1 C.Y.
5+21 Const Appr Abandon 12" Conc Pipe Inst 12" Corr Steel Pipe 18 Dr Exc 1 C.Y.
AVE.
NW 4th AVE.
3/4" Water Line
Sanitary Sewer Line
N.W. 8 WADE STREET 8
N 1° 41' 30" E
NW 5th
6" Conc
8" Conc
12" Conc
18" Conc
15" Conc
18" CMP
8" CMP
3/4" Water Line
25 R
35 R
+42 Const Appr. Abandon 8" Conc Pipe Inst. 12" Pipe 24 Dr Exc 2 C.Y.
3+89.80
Adjust 3/4" Water Line (By Others)
+90 Const 2 Street Conn Abandon 8" Pipe Lt 18' Rt Inst 12" Corr Steel Pipe 44 Lt Inst 12" Pipe 56 Rt Dr Exc 4 C.Y.
5+05 Abandon 8" C.M. Pipe Inst 12" Pipe 80 Rt Dr Exc 4 C.Y.
+92 Abandon 15" Conc Pipe
6+20 Abandon 8" Pipe Rt Inst 12" Pipe 44 Rt Provide Gravel Parking Dr. Exc 2 C.Y.
7+50 Const 3 Street Conn Abandon 18" Pipe & Conc Box Lt Inst. 18" Corr Steel Pipe 44 Lt Abandon 8" C.M. Pipe Rt. Inst 12" Pipe 52 Rt. Dr Exc 11 C.Y.
SOUTH END OF PROJECT To Park Ave STA. 7+49.96
499.00
498.30
17"
Finish Grade ℄
+0.10
-0.20
Match Exist Pvmt
Subgrade
Existing Grade
+00
+50
Exc 820 (Excess to be disposed of by Contractor)
Exc 40
Emb 40
1
2
3
4
5
6
7
8

TYPICAL SECTION



℄
19
19
3'
4
4
11
11
4
4
Asph Conc Wearing Surface Class "B" Mix Nominal Thickn 1½"
Asph Conc Base Course Class "B" Mix Nominal Thickn 1½"
S 0.04 1/ft
S 0.02 ft
Profile Grade
S 1 2:1
S 1 3:1
S 1 2:1
S 1 3:1
Top Course Base Nominal Comp Thickn 2" (Incl Bit Binder Crse) On Shldr Max 5"
Bottom Course Base Nominal Comp Thickn 12"
ch on Rt Only

STA. 0+11 to STA. 7+49.96

APPROVED
CITY OF ESTACADA
BY MAYOR
BY RECORDER M. R. Colema
DATE 5-2-63

CITY OF ESTACADA
P. O. BOX 247 PHONE 279-3223
ESTACADA, OREGON

OFFICERS
DAVID HORNER, MAYOR
EARL H. ECKERSLEY, COUNCIL PRES.
ALICE R. CORRELL, TREASURER
EUGENE SHORE, MUNICIPAL JUDGE
M. R. COLEMAN, CITY RECORDER

COUNCILMEN
ROBERT A. CLAYVILLE
EARL H. ECKERSLEY
LESLIE KIGGINS
DELBERT NORDQUIST
ROBERT SAUNDERS
SIMPSON S. DUNLOP

NOTED
H. S. COX

RECEIVED
FEB 18 1963
ENGINEER
COUNTY & CITY DIVISION

February 15, 1963

Mr. H. S. Cox
County and City Relations Engineer
Salem 10, Oregon.

Re: City Street Project
Estacada, Oregon.

Dear Sir:

In regard to our agreement on the street project in Estacada, the City Council discussed this matter at some length, and directed the Recorder last night, in Special Session, to write the Highway Department these facts, to-wit:

The City finds that the plans submitted to you by our Engineer for the drainage of this project on 4th and Wade Streets would run seven or eight thousand dollars and at this time the City cannot raise the necessary funds to provide storm drains and pay excess over $20,000.00. Threrfore, they ask the Highway Department to drop the two blocks on 4th Ave. and proceed with the two blocks on Wade Street, from 4th Ave. to 6th ave., and the City would provide drainage for this area south from 4th Ave. on Wade Street with a storm sewer.

This matter has caused the Council much concern and they have been using every means to determin how this could be carried out and it seems this is the only recourse. We are sorry, indeed, that this project has caused your department some extra worry and time and we do appreciate your kindness in trying to help us solve the problem.

Trusting this will meet with your approval and that you can see your way clear to proceed with that portion of Wade Street as outlined in the agreement, I am,

Very truly yours,

M. R. Coleman

M. R. Coleman, Recorder

Copy of this letter to F. D. Morgan &
F. Hall 2-20-63 [illegible] & to Johnson 2-25-63
DEG

cc/Mr. Turk

RECEIVED
JAN 4 1963

FOR FILING
[illegible]
6273

1-3-63

9

LOCATION PROSPECTUS
N.W. WADE AND N.W. 4TH AVENUE SECTION
CITY OF ESTACADA
CLACKAMAS COUNTY
PREFIX NO. 303-1410

The following prospectus is submitted concerning the above-mentioned section of N. W. Wade Street and N. W. 4th Avenue in the city of Estacada. From 6th Avenue to 4th Avenue on N. W. Wade Street; thence easterly from Wade Street to Broadway Street on N. W. 4th Avenue. Overall length of 0.24 mile.

This will be a location survey to prepare plans, estimates and specifications for grading and paving on existing alignment. This project is to be constructed with 1963 Special City Allotment Funds.

The typical section will consist of two 11-foot travel lanes with 4-foot shoulders. No curbs or sidewalks are proposed. The approved base design for construction is:

Paving, Base and Wear	3" AC
Top Course Base	2" Level
Bottom Course Base	12" Coarse Base
Total Depth	17"

Sources of material will be determined during the survey.

The City of Estacada will make adjustments for water mains and all arrangements for required utility adjustments.

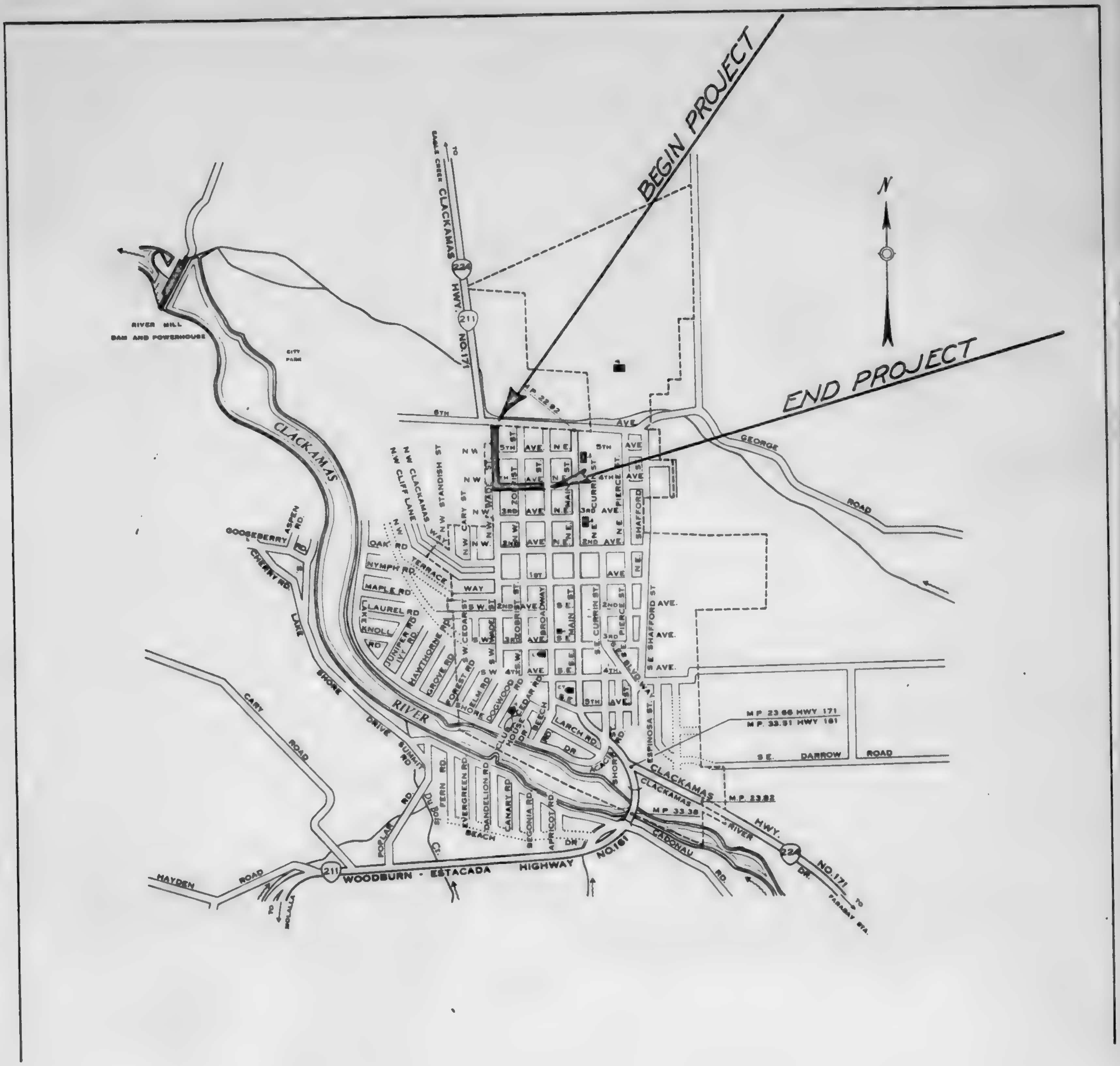
There are no railroad crossings or stream crossings.

Final agreements will be required with the City of Estacada

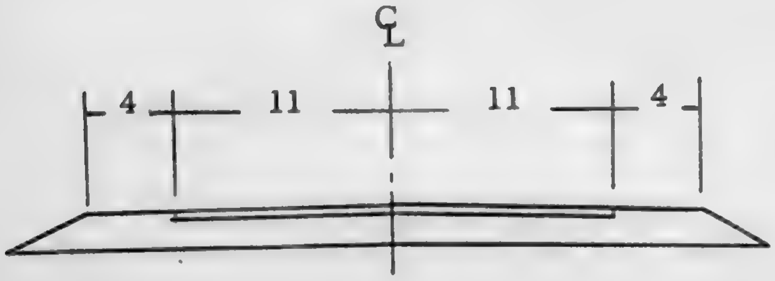
January 2, 1963
Attachment
cc: Forrest Cooper ✓
R. L. Porter (2)
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
Carl Plog
Research Division
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER

RECEIVED
JAN 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER



LOCATION PROSPECTUS
N.W. WADE AND 4th AVENUE
CITY OF ESTACADA
CLACKAMAS COUNTY



Typical Section

ESTACADA

PRELIMINARY ESTIMATE

1963 SPECIAL CITY ALLOTMENT PROJECT

NW Wade Street from 6th Avenue to 4th Avenue and NW 4th Avenue from Wade Street to Broadway, a combined distance of approximately 0.24 mile.

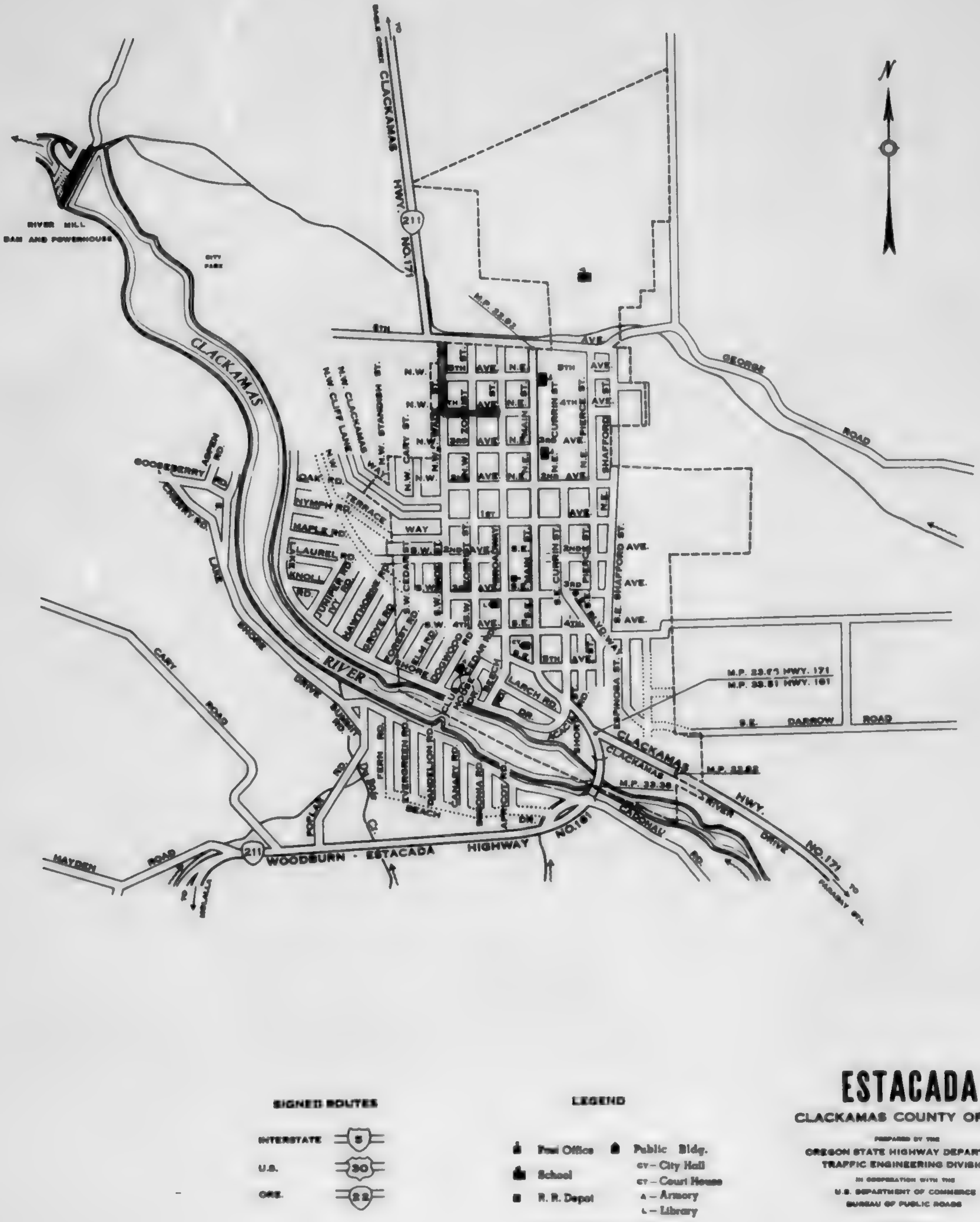
Grade; place 12" base course 30' wide, 2" leveling course, and 3" asphaltic concrete pavement 22' wide with 4' shoulders.

Item	Quantity		@	Total
General excavation	1300	c.y.	$ 1.50	$ 1,950.00
Drainage excavation	60	c.y.	3.25	195.00
12" concrete pipe	300	l.f.	4.00	1,200.00
Coarse crushed material	1700	c.y.	3.75	6,375.00
3/4"-0" in base & shoulders	650	c.y.	4.00	2,600.00
Sprinkling	60	M/gal.	4.00	240.00
Class "B" asphaltic concrete	625	tons	9.25	5,785.21
Paving approaches	16	each	35.000	560.00

Estimated construction cost	$18,905.21
12-1/2% engineering & contingencies. . .	2,363.15
Survey	650.00
	$21,918.36

TOTAL ESTIMATE: $22,000

HCA:mm
11/2/62



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library

Street open for travel.
Street dedicated but not open.
City Limits.

ESTACADA

CLACKAMAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 957

Scale in Feet

March 1, 1961

PROJECT DATA, CITY OF ESTACADA, OREGON Date 10/30,1962.

To be financed by CITY & STATE SPECIAL CITY ALLOTMENT FUND

Street name N.W.WADE STREET & N.W.4th AVE.
(Locate project on attached map.)

Project length 4 BLOCKS

Desired width: 22 feet
(Four lanes, parallel parking both sides = minimum 64'
Four lanes, parallel parking one side = minimum 58'
Two lanes, parallel parking both sides = minimum 42'
Two lanes, parallel parking one side = minimum 36')

Surface now in place: Oil____ Paving____ Gravel x

Present surface width: 18 feet

RIGHT-OF-WAY -

Width of present right-of-way: ______ feet

Additional right-of-way required? Yes____ No x

Will City provide required right-of-way? Yes____ No x

Additional right-of-way to be acquired as part of project? Yes____ No x

State to furnish right-of-way descriptions? Yes____ No x

Give width of intersecting streets: ____________________

Are intersecting streets curbed? Yes____ No x

Remarks ____________________

____

CONCRETE CURBS -

Now in place? Yes____ No x

Width between present curbs: ______ feet

City to construct curbs? Yes____ No x

To be constructed as part of project? Yes____ No x

Length of desired radius on curb returns: ______ feet

Does City desire special type of curbs? Yes____ No____

Explain: ____________________

____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No____

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No X

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No X

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _______feet

Remarks____

STORM SEWERS -

Now in place? Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes X No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ________feet

Remarks SEE PENCIL DRAWING

WATER MAINS -

Now in place? Yes_X_ No___

If yes, how deep from present surface? SEE DRAWING feet

To be adjusted by City? Yes_X_ No___

To be adjusted as part of project? Yes___ No_X_

Remarks____

DRIVEWAYS -

To be constructed as part of project? Yes___ No_X_

Asphaltic concrete? Yes___ No___

Portland cement? Yes___ No___

How many? ___________

Must driveways be Portland Cement to comply with City code? Yes___ No___

Is there a City ordinance specifying width and number of driveways permitted?
Yes___ No___ (If yes, please include copy of ordinance.)

Remarks____

FRANCHISED UTILITIES (City is to arrange for any required adjustment.) - - -

Gas lines? Yes___ No_X_

Electric poles? Yes_X_ No___

Which company?___________________________
(NOTE: If City-owned, City to adjust.)

Telephone poles? Yes_X_ No___

Which company?___________________________

Railroad tracks? Yes___ No_X_

Which company?___________________________

Is crossing presently protected
by automatic railroad signals? Yes___ No___

Remarks____

WORK TO BE DONE BY CITY AS PART OF PROJECT - - - - - - - - - - - - - - - - - -

Grading? Yes____ No X

Clearing? Yes____ No X

Base rock? Yes____ No X

Concrete curbs? Yes____ No X

Driveways? Yes____ No X

Remarks____

GENERAL INFORMATION -

Are City finances available? Yes X No____

When available? Date ANY TIME

If project is being designed by State for City construction, all costs must be borne by City. This includes survey, location, preparation of project for specifications, etc. If construction engineering is performed by State, this cost also shall be borne by City.

Has City established grade on street? Yes____ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ____________

All construction called for above shall be performed within the curbed section except for sidewalks, driveways, and connections to existing intersecting streets.

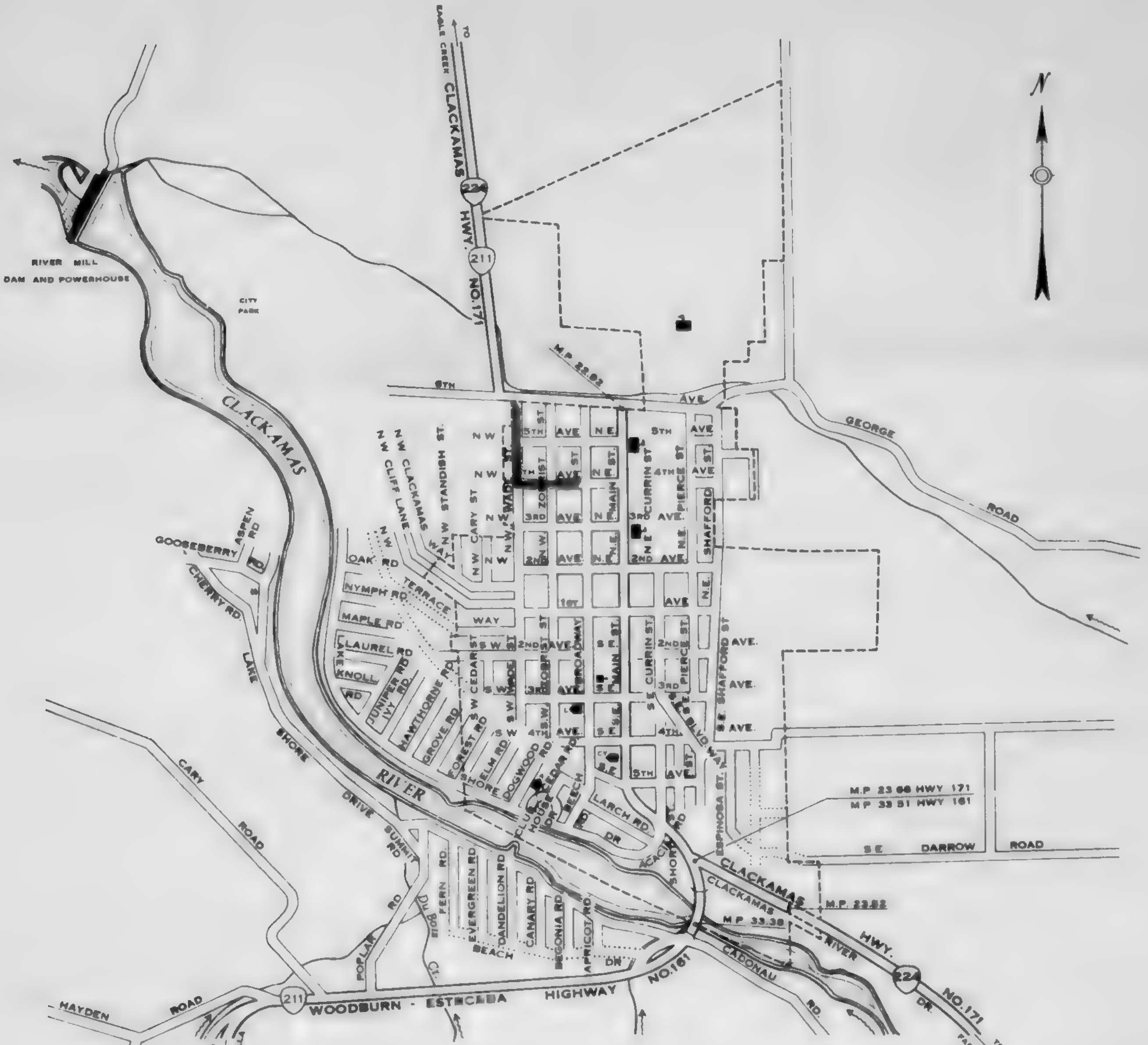
General remarks: ____

By Don A Horner
Mayor

CITY OF ESTACADA, OREGON

By E. D. Coleman
City Manager

By____________________________
City Engineer



SIGNED ROUTES

INTERSTATE 5

U S 30

ORE. 22

ROUTES REVISED AUGUST 1961

LEGEND

- ▲ Post Office
- ● Public Bldg.
  - CY City Hall
  - CT Court House
  - A – Armory
  - L – Library
- ■ School
- ■ R. R. Depot
- ═ Street open for travel
- Street dedicated but not open.
- - - - City Limits.

ESTACADA

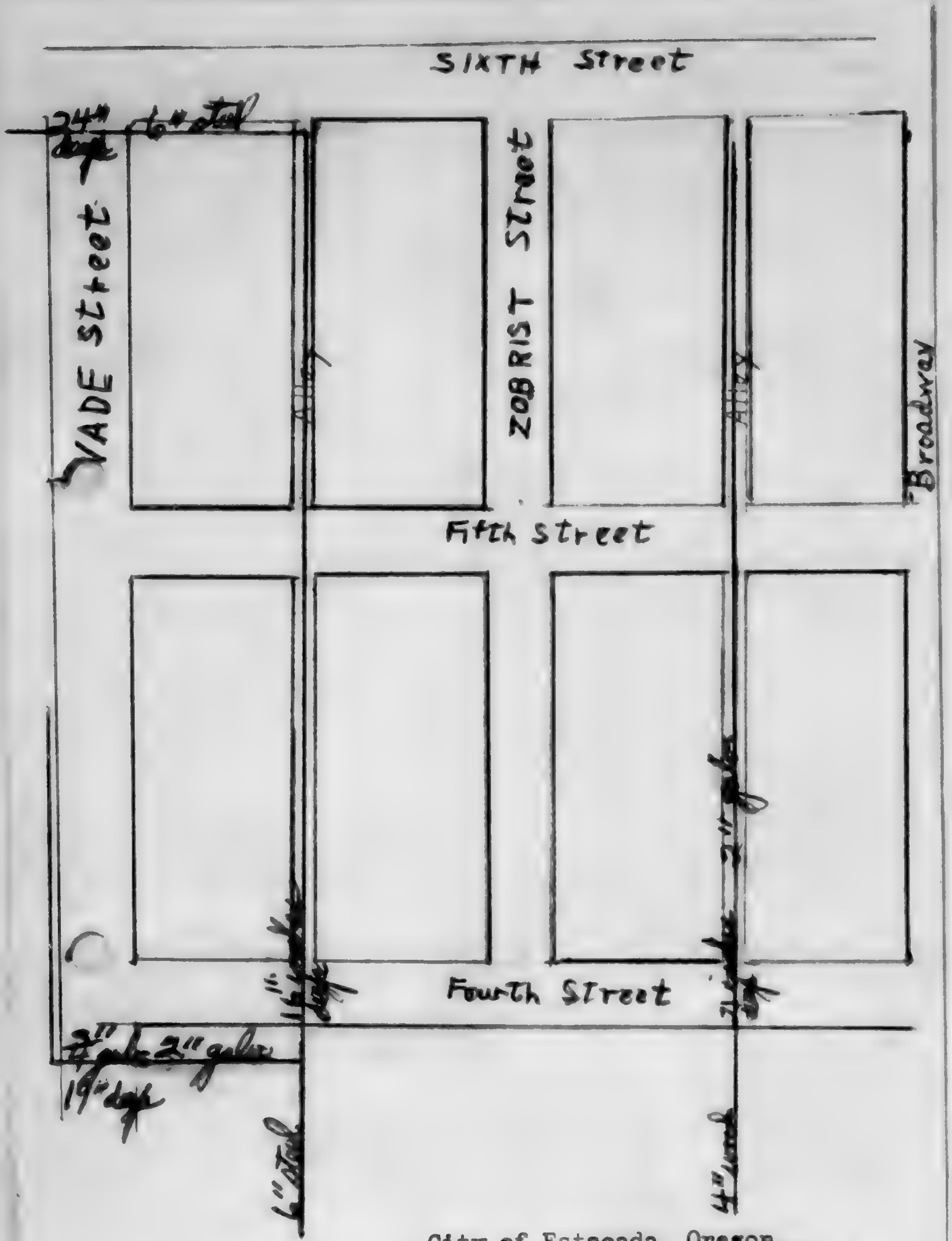
CLACKAMAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN [illegible]
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 957

Scale in Feet

March 1, 1961



City of Estacada, Oregon

Bot [illegible]
Roy [illegible]
[illegible] best [illegible]
could [illegible]

CITY OF ESTACADA

P. O. Box 247
CRestwood 9-3223
ESTACADA, OREGON

OFFICERS
DAVID HORNER, MAYOR
EARL H. ECKERSLEY, PRES. OF COUNCIL
NETTIE RICKEY, TREASURER
~~R. R. COOKE~~, RECORDER-MUNICIPAL JUDGE

COUNCILMEN
ROBERT A. CLAYVILLE
EARL H. ECKERSLEY
LESLIE KIGGINS
DELBERT NORDQUIST
ARTHUR C. OLSEN
ROBERT SAUNDERS

August 8, 1962

State of Oregon
Highway Department
Salem 10, Oregon

Attn: Harold C. Ayers
Field engineer

Dear Mr. Ayers,

At a special meeting of the City Council it was decided that the City will be happy to supply the estimated $3400 as you stated to Mr. Earl Eckersley, vice chairman of the Street Committee, with the arrangement of state aid in repairing the streets your discussed with him.

The exact sewer and water line maps are not available right at the moment as our City Superintendant is ill, we expect he will be able to send those and the elevations requested within about two weeks.

Thank you for your fine cooperation,

Very truly yours,

Alice R. Correll
City Recorder.

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AUG 10 1962
ENGINEER
COUNTY & CITY RELATIONS

Section N.E. Main and N. W. 4th Streets Highway City of Estacada County Clackamas Profile

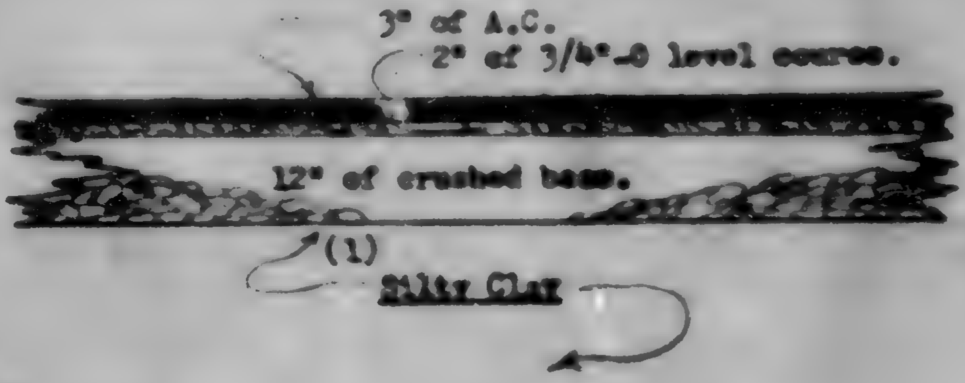
Res. Engr. Length of Project Miles Sta. to Sta. Date 2-18-62

TYPICAL SECTIONS Traffic Classif. - Medium Heavy (Lumber Truck Traffic)

SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS COMPLETED AT THE REQUEST OF M.C. AYERS, COUNTY - CITY.

(1)
Typical Soil
40 LL
15 PI
79 % P200
(No Reduction.)
% Gravel
% Coarse Sand
14 % Fine Sand
33 % Silt
45 % Clay
24 "R" Value
AASHO Classif. - A-6 (10)

7-18-62



The coarse crushed base has been increased 25% due to the high LL, PI, and clay content of the typical soil.

Required Base & Surf. Crushed	Required Base & Surf. Not Crushed	Designed Base & Surf. Maint. Surf. Alloc.	Designed Base & Surf. New Work	
			3	AC
			2	Level
			12	Cr Base
17			17	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Suitable material source to be determined by the Engineer.											
Paving Type - City preference.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Sta. Engineer Division

Submitted by W. Yarbrough
Staff Assistant

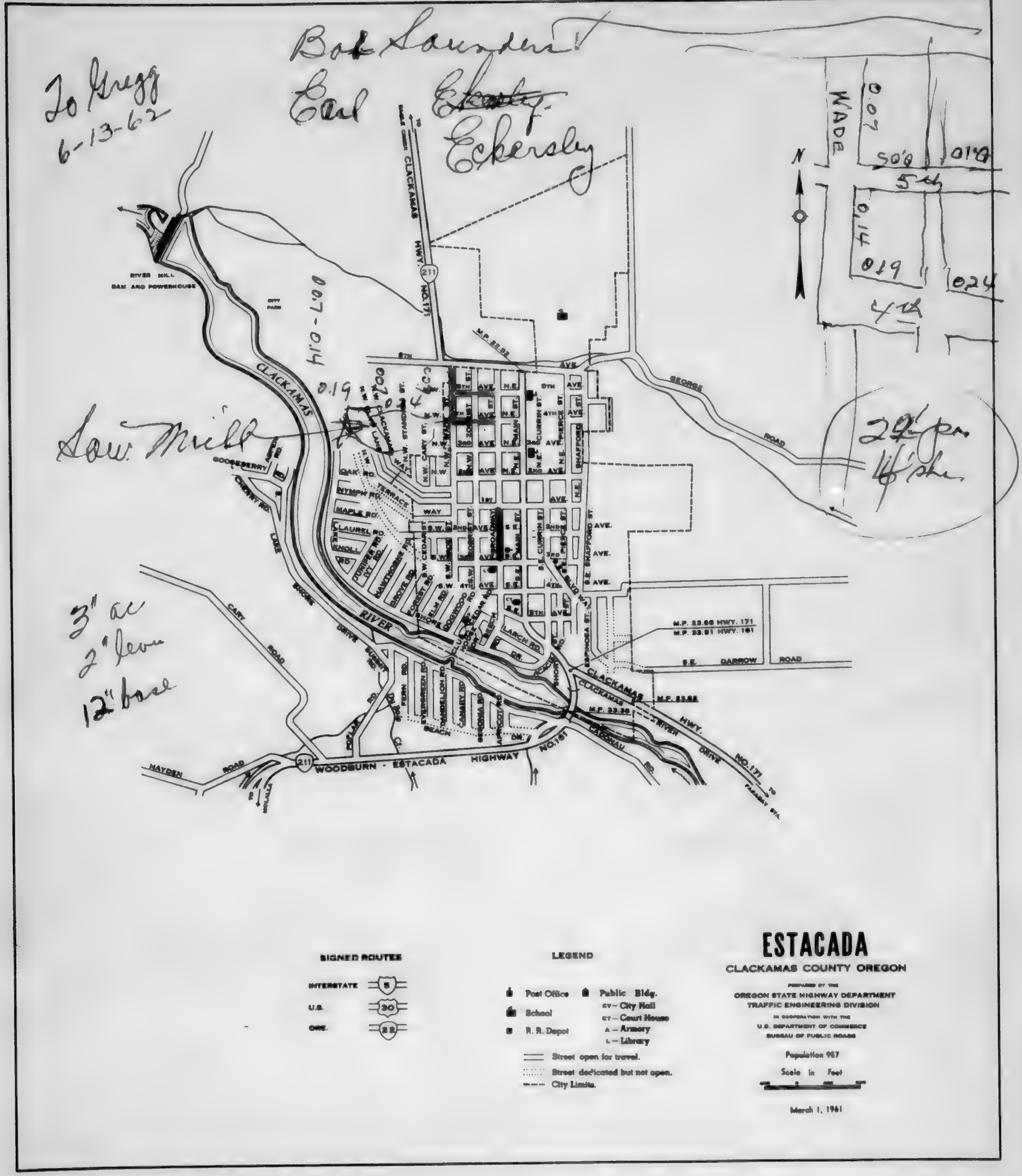
Recommended by G. W. Harris
Engineer of Materials

Recommended by J. B. Klabe
Asst. Construction Engineer

Approved by
Deputy State Highway Engineer

$20,000

Mrs. Alice Correll



Bob Saunders

Carl ~~Ekerly~~ Eckersly

To Gregg
6-13-62

0.07-0.14

0.19

0.24

Saw Mill

WADE

0.07

0.14

0.19

0.24

5th

4th

24' pa
4' sh

3" ac
2" leve
12" base

ESTACADA

CLACKAMAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 957

Scale in Feet

March 1, 1961

250,000 ('63) Estacada June 13, 1962

Investigated condition and use of N.W. Wade street + sections of 4th + 5th found them generally in poor condition - very lightly based and light oil. There is a saw mill located at the west termini of 4th St and both Wade and 4th are carrying lumber trucks, not log trucks as the mill has built a private road to log pond.

Called on Mrs Alice Correll City Recorder, who asked that I see Mr. Earl Eckersly Councilman, Mr. Eckersly stated City wished 24' width with 4' wide shoulders and would take care of outfall drainage if state would culvert streets intersection and driveways Mr. Eckersly said no curbs

Believe these streets Wade + 4th qualify have requested base design

H C Myers

Gave Mrs Correll Project data sheets and asked her to get them filled out + return as soon as possible

4-5-62

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of ESTACADA is an incorporated city of the State of Oregon and has a population of 957 as given by the latest official census; and

WHEREAS, the following streets of said city,

North East Fourth Avenue between Broadway and Wade Street

North East Fifth Avenue between Broadway and Wade Streets

North East Wade Street from Fourth Avenue north to Sixth Avenue

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APR - 9 1962
ENGINEER
COUNTY & CITY RELATIONS

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of ESTACADA does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate ALICE R. CORRELL as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of APRIL, 1962.

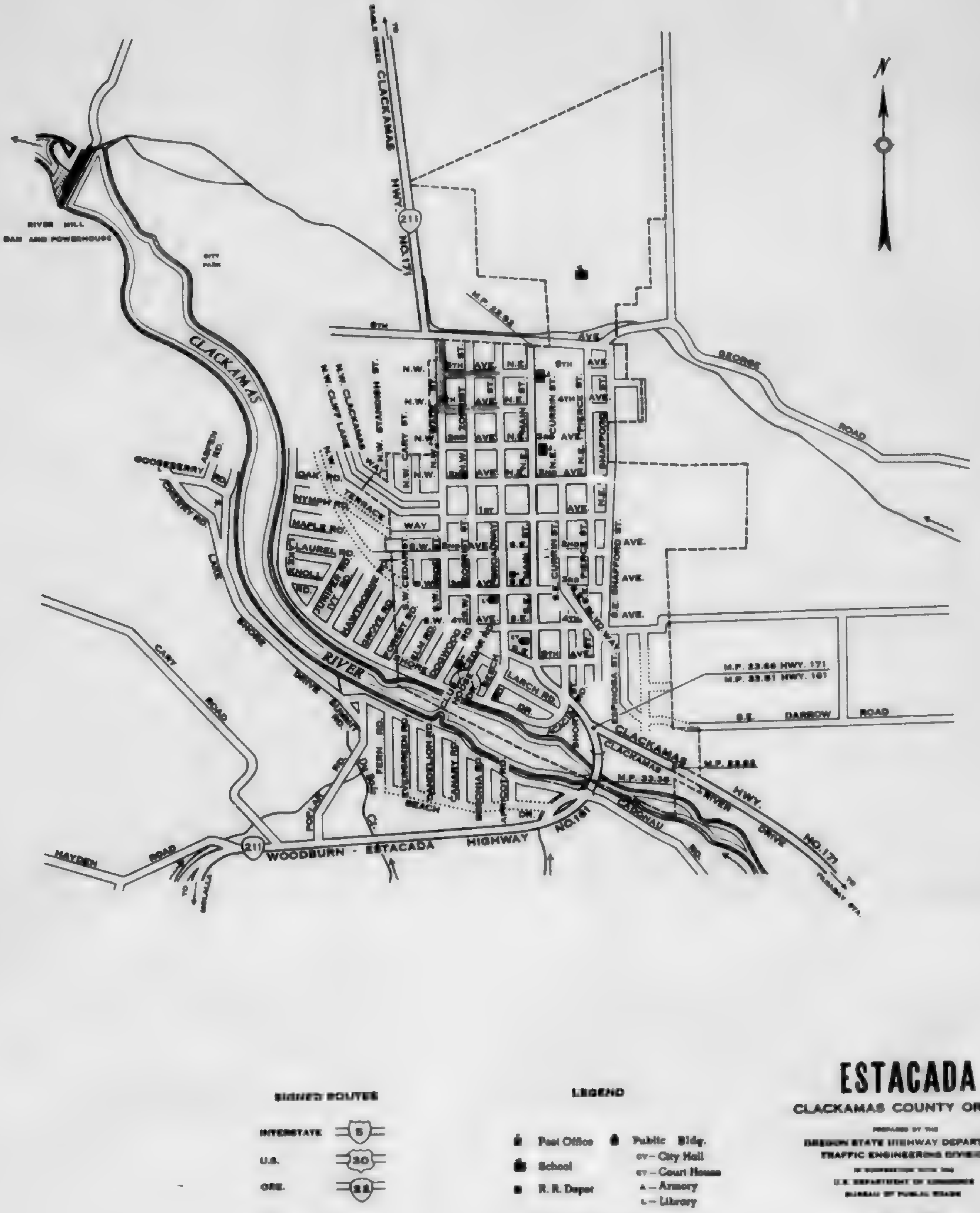
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---- -------------- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of ESTACADA at a regular or ~~special~~ meeting of said Council, held on the 5th day of APRIL, 1962, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5th day of April, 1962.

(Mrs.) Alice R. Correll
City Recorder



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CV – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

ESTACADA
CLACKAMAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
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BUREAU OF PUBLIC ROADS

Population 957

Scale in Feet

March 1, 1961

3-8311 Mt. Hood Rock Prod. Proj., Mt. 1963
Hood Hwy.
#6274

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OCT 7 1963

FOR FILING

6274

October 4, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 26, 1963, we wrote to you concerning release of final payment on contract #6274, awarded to Saxton-Stevenson, Inc., for the Mt. Hood Rock Production Project on the Mt. Hood Highway in Clackamas County.

Final payment on this contract is $1,624.50 and the total contract amount is $35,003.76. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Saxton-Stevenson, Inc.,
P. O. Box 206
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 26 1963

FOR FILING

[illegible]

6274

September 25, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 14 on Contract No. 6274. The contract was with Saxton-Stevenson, Inc., and was for rock production on the Mount Hood Section of the Mount Hood Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 25, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER: -	WEEK ENDING: Aug. 23, 1963.
	SECTION: Mt. Hood Rock Production	SECTION PREFIX: 3-8311
	HIGHWAY: Mt. Hood	COUNTY: Clackamas
NAME OF JOB: Mt. Hood Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Saxton & Stevenson, Inc.	CONTRACT NUMBER: 6274	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 10, 1963	DATE WORK STARTED: June 11, 1963.	XXXXXX COMPLETION DATE: Aug. 14, 1963.
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS: 50	WORK DAYS USED: 29
PROJECT AUTHORIZATION: $ 36,551	ENGINEERING AUTHORIZATION: $ 2599	PERCENT OF TIME ELAPSED: 58
EXCLUSIVE OF ENGINEERING: $ 33,952	ENGINEERING COST TO DATE: $ 2200	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 35,160	PERCENT OF AUTHORIZATION: 84.6 %	
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0.25 %	DATE PROJECT WAS COMPLETED:	Aug. 14, 1963.

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			14,100		
TOTAL QUANTITIES CORRECTED TO DATE			15,238		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			15,238		
AVERAGE DAILY QUANTITIES			896	(17 days)	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	—
MONDAY	Removing plant & equipment.
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Completed.
FRIDAY	
SATURDAY	

REMARKS

The contractor completed removal of his equipment on Wednesday.

The final quantities have been computed but not checked; the overrun of 1138 cu.yd. was less than expected, and includes 475 cu.yd. hauled out by State Maint. for shoulder oiling.

SIGNED

ADDRESS Portland 97202

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUN 11 1963

FOR FILING

11

6274

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Saxton-Stevenson, Inc.
Box 206
Salem, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6274 for the following project:

Mt. Hood Rock Production Project on the Mt. Hood Highway in Clackamas County

This award was based on your low bid of $32,490.00 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-5-3(51) Winchester-S. Umpqua River 1963
125 Sec., Pacific Hwy. (Grad.,
#6275 Pav. & Sign.)

[illegible]
6275

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NOV 15 1967
FOR FILING

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

CHERRIE WONG, Plaintiff,	)	No. 30744
vs.	)	SUBPOENA DUCES TECUM
MORSE BROS. INC., a corporation; BECKLEY & THOMAS ROCK PRODUCTS, INC., a corporation; K. D. LIMBOCKER and JOHN L. GUNTER, Defendants.	)	

TO: FLOYD QUERY, Secretary of Oregon State Highway Commission

THE STATE OF OREGON commands you to attend the trial of the above-entitled cause to be held in Circuit Court Room "B" at the County Court House at Roseburg, Oregon, on the 13th day of November, 1967, at the hour of 10:00 a.m., then and there to testify as a witness in the above-entitled cause on the part of the plaintiff, and, for failure to attend, you will be deemed guilty of contempt of Court and liable to pay all damages sustained by the parties aggrieved and that you bring with you and there produce the following named records and documents now in your custody or under your control, to-wit:

> All reports and memoranda from the contractor under State Highway Department Contract No. 6275 or from the employees of the State Highway Department relative to the collision on September 25, 1964, between Wongs and Lowes which occurred on the Winchester-S Umpqua River Section of the Pacific Highway in Douglas County, Oregon.

WITNESS my hand and the seal of said Court this 2nd day of November, 1967.

G. D. MYLLENBECK, COUNTY CLERK

By HELEN ANDERSON
Deputy

STATE OF OREGON)
) ss.
County of Marion)

I hereby certify that the foregoing is a true and correct copy of the original and the whole thereof.

Thomas E. Bachelder
Sheriff of Marion County Oregon
[illegible] Deputy

HORN, SLOCUM & WASHBURN
ATTORNEYS AT LAW
1202 S.E. DOUGLAS
ROSEBURG, OREGON 97470
TELEPHONE 672-3366

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

CHERRIE WONG,
Plaintiff,
vs.
MORSE BROS. INC., a corporation; BECKLEY & THOMAS ROCK PRODUCTS, INC., a corporation; K. D. LIMBOCKER and JOHN L. GUNTER,
Defendants.

No. 30744

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G. D. MYLLENBECK, COUNTY CLERK

By HELEN ANDERSON
Deputy

STATE OF OREGON)
) ss.
County of Marion)

I hereby certify that the foregoing is a true and correct copy of the original and the whole thereof.

Thomas E. Bachelder
Sheriff of Marion County Oregon
By J McDermott Deputy

HORN, SLOCUM & WASHBURN
ATTORNEYS AT LAW
1202 S. E. DOUGLAS
ROSEBURG, OREGON 97470
TELEPHONE 672-3366

11-12

TL

Received 10-11-67
at 2:45 p.m.
Floyd Query

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

CHERRIE WONG, Plaintiff, vs. MORSE BROS. INC., a corporation; BECKLEY & THOMAS ROCK PRODUCTS, INC., a corporation; K. D. LIMBOCKER and JOHN L. GUNTER, Defendants.	No. 30744 SUBPOENA DUCES TECUM

(* The two attached letters were requested but not presented. The judge agreed with Allan Johannsen that these are privileged documents not subject to this subpoena F.Q.

TO: FLOYD QUERY, Secretary of Oregon State Highway Commission:

THE STATE OF OREGON commands you to appear for deposition to be held in Room 302-B at the County Court House at Roseburg, Oregon, on the 23rd day of October, 1967, at the hour of 9:00 a.m., then and there to testify as a witness in the above-entitled cause on the part of the plaintiff, and, for failure to attend, you will be deemed guilty of contempt of Court and liable to pay all damages sustained by the parties aggrieved and that you bring with you and there produce the following named records and documents now in your custody or under your control, to-wit:

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All plans and specifications for the detour on said portion of said highway on September 25, 1964, submitted either before or after said date; O

4. Traffic Control Devices for Streets and Highways, Technical Bulletin No. 24, Oregon State Highway, March, 1957; ✓

5. Oregon State Highway Department Construction Division Manual of Instructions, Technical Bulletin No. 19 as revised in 1962. ✓

6. Standard Specifications for Highway Construction, 1954. ✓

WITNESS my hand and the seal of said Court this 9th day of October, 1967.

C. D. MYLLENBECK, COUNTY CLERK

Floyd Query

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

CHERRIE WONG,
Plaintiff,
vs.
MORSE BROS. INC., a corporation; BECKLEY & THOMAS ROCK PRODUCTS, INC., a corporation; K. D. LIMBOCKER and JOHN L. GUNTER,
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G. D. MYLLENBECK, COUNTY CLERK

By MARGUERITE MUNSON
Deputy

Floyd Query

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

CHERRIE WONG, Plaintiff, vs. MORSE BROS. INC., a corporation; BECKLEY & THOMAS ROCK PRODUCTS, INC., a corporation; K. D. LIMBOCKER and JOHN L. GUNTER, Defendants.	)	No. 30744 SUBPOENA DUCES TECUM

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3. All plans and specifications for the detour on said portion of said highway on September 25, 1964, submitted either before or after said date; O

   None in Gen files, Constr Div. or Div. Engr's office,
4. Traffic Control Devices for Streets and Highways, Technical Bulletin No. 24, Oregon State Highway March, 1957; ✓
5. Oregon State Highway Department Construction Division Manual of Instructions, Technical Bulletin No. 19 as revised in 1962. ✓
6. Standard Specifications for Highway Construction, 1954. ✓

WITNESS my hand and the seal of said Court this 9th day of October, 1967.

G. D. MYLLENBECK, COUNTY CLERK

By MARGUERITE MUNSON
Deputy

L-5154

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 3, 1966

Oregon State Highway Commission

Re: Institution of Legal Proceedings

Gentlemen:

Since my last letter to you reporting legal proceedings which have been instituted against the State Highway Commission, its officers or employees, I find it necessary to report that we have become involved in nine more actions.

These actions are the result of an accident which occurred on September 25, 1964, during the reconstruction of the Winchester-South Umpqua River Section of the Pacific Highway, Contract No. 6275. In the course of the construction, a section of the four lane highway was routed into a two lane detour. One of the defendants, Byron G. Wong, apparently was traveling northerly in the lane reserved for southbound traffic, and collided head on with a southbound car driven by William Lowe. As a result of the accident, two individuals were killed and four seriously injured.

The plaintiffs, in addition to naming the contractors, to wit: Morse Brothers, Inc. and Beckley and Thomas Products, Inc., have named the following State Highway employees: K. D. Limbocker, Resident Engineer; L. W. Rulien, Assistant Division Engineer and John L. Gunter, District Maintenance Superintendent.

Our insurance carrier has been kept fully advised of this matter since the time of the accident, and was tendered and has accepted the defense of our employees. It should be mentioned, however, that the total amount claimed as a result of the nine actions, which cover wrongful death, personal injuries, general damages, loss of earnings, medical expenses and loss of consortium, total $1,208,052.66. This amount exceeds our policy limit of $500,000.00 by $708,052.66.

The names of the plaintiffs and our file numbers in each case are as follows: William Lowe, L-5149; Lloyd Lowe, L-5150; Donna Lowe, L-5151;

William Lowe, as parent for minor daughter, L-5152; Donna Lowe, for loss of consortium, L-5153; Dorothy C. Peterson, administratirix of the estate of Mary Lowe, L-5154; Byron G. Wong, L-5155; Robert George Wong, by guardian Byron G. Wong, L-5156; and Sherrie Wong, L-5157.

Very truly yours,

G. E. ROHDE
Chief Counsel

FCMcK:hg

CC - Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Floyd Query
Mr. D. H. Moehring
Mr. C. H. Maison
Mr. E. S. Hunter
Mr. Robert Y. Thornton

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6275

July 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of revised rights of way plans, sheet nos. 2,3,6,7 and 8 for the Winchester - Garden Valley Road Section, Federal-Aid Project No. I-5-3(33)125.

These revisions are made for the addition of right of way files numbers 36400, 36401 and 36402 for access control only. File number 36713 for a permanent slide control easement and files 36167 and 36168 for a temporary drainage easement. The changes in access control lines on sheet no. 3 were made to agree with the construction plans on Project No. I-5-3(51)125.

We request that one copy of the revised plan sheets be returned approved for our files if found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:cl

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6275

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 7, 1966

McNutt and Sons, Inc.
P. O. Box 266
Springfield, Oregon 97477

Gentlemen:

This is to acknowledge receipt of your Proof of Claim and Copy of Statement stating that Morse Bros., Inc. and Beckley & Thomas Rock Products, Inc., owes you $18,343.48 for A. C. materials taken from your stockpile located on Metzger Gravel Bar.

This appears to be in connection with the Morse Bros., Inc., and Beckley & Thomas Rock Products, Inc., Contract No. 6273 for grading, signing and paving on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County.

The surety on this project was the General Insurance Company of America through Roland King, Agent, P. O. Box 157, Lebanon. We will advise them of the receipt of your Proof of Claim and we will also send your claim to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Claim File No 4177
FILED
TOM McCALL

GKH:jf
cc:

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Roland King, Agent
P. O. Box 157
Lebanon, Oregon

Morse Bros. Inc., & Beckley &
Thomas Rock Products, Inc.
1494 N. E. Stephens Street
Roseburg, Oregon

Mr. Jackson
Mr. Simpson

The Hon. Tom McCall ✓
(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

NOTED ON CARD

RECEIVED
JUN [illegible] 1966
TOM McCALL
SECRETARY OF STATE

NOTED
C. W. HEAD

PROOF OF CLAIM

TO: The Oregon State Highway Commission.

Notice hereby is given that the undersigned, McNutt & Sons, Inc., has a claim for materials in the amount of Eighteen Thousand Three Hundred Forty-Three and 48/100 Dollars ($18,343.48) against the bond taken from BECKLEY & THOMAS AND MORSE BROTHERS, a joint venture, as principals and the GENERAL INSURANCE COMPANY of AMERICA as sureties upon the bond for the AC materials taken from McNutt & Sons, INc. stockpile located on Metzger Gravel Bar, used on the Winchester South Umpqua River Contract #6275, all being a part of that certain contract between the Oregon State Highway Commission and Beckley & Thomas & Morse Bros., a joint venture for the construction of Winchester South Umpqua River Contract, State Highway Contract No. 6275.

McNUTT & SONS, INC.

By John B McNutt

John B. McNutt, President

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JUN 2 1966
OREGON
STATE HIGHWAY COMMISSION

COPY OF STATEMENT

February 4, 1966

Morse Bros.
Lebanon Sand & Gravel Company
P. O. Box 266
Lebanon, Oregon

Statement

4474.02 tons of A.C. rock to Winchester job @ $4.10 per ton—$18,343.48

McNutt & Sons, Inc.

John B McNutt
John B. McNutt, President

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OREGON
STATE HIGHWAY COMMISSION

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I-5-3(51)125
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March 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Federal-aid Project Acceptance
Project No. I-5-3(51)125

Dear Sir:

Your July 1, 1965, endorsement noted that contract work on Contract No. 6275, Winchester-South Umpqua River Section in Douglas County, Federal-Aid Project No. I-5-3(51)125, was satisfactory. The State Highway Commission authorized acceptance of the contract as of November 8, 1965.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force
Order by State Forces, or others,
completed 9-30-65.

Contractor's wage certification is dated
10-27-65.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report ([illegible]-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

A. M. Young
Office Engineer

[illegible]:mb
cc: C. H. Maison
F. D. Morgan
R. N. Chase

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I-5-3 (31) 125

6275

November 10, 1965

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6275 awarded to Morse Bros. Inc., and Beckley and Thomas Rock Products, Inc., for grading, signing, and paving on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County was completed on May 25, 1965, and accepted by the Highway Commission on November 8, 1965.

Final payment in the amount of $34,520.89 will be released to the contractor after November 18, 1965. The total contract amount is $1,160,724.50 including $22,368.68 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Morse Bros., Inc.
and Beckley & Thomas Rock Products, Inc.
1494 N. E. Stephens Street
Roseburg, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

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I-5-3(5)1 [illegible]

6275

November 8, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed May 25, 1965, on Contract No. 6275. The contract was with Morse Bros., Inc. and Beckley & Thomas Rock Products, Inc. and was for grading, paving and signing on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective November 8, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

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Monthly transaction number	PR-2A U.S. DEPARTMENT OF COMMERCE 57) BUREAU OF PUBLIC ROADS	ate **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 11-3-65	County **Douglas**
Project report number I-5-3(51)12 **15**		Project number **I-5-3(51)125**

675

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 18**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,294,462.00**
Revised Federal funds	$ **1,193,700.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **3rd** day of **November**, 19**65**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **A. W. Parsons**
(Division Engineer)

By L.R. Backlund
L. R. Backlund, Administrative Mgr.

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(51)125

WINCHESTER-SOUTH UMPQUA RIVER SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include increase in quantities of bid items and approved price agreements.)

Salem, Oregon, October 20, 1965

Type Code 6201
Roadway (Sta. 2284+50 to Sta. 2529+00)(6275)

Clearing and Grubbing	All	Req.		$ 8,500.00
Drainage Excavation, Unclassified	5,700	cu.yd.	$ 3.25	18,525.00
Structural Excavation, Unclassified	380	cu.yd.	8.00	3,040.00
General Excavation, Unclassified	333,898.2	cu.yd.	0.53	176,966.05
Short Overhaul	923,447.0	yd.sta.	0.01	9,234.47
Long Overhaul	13,207.7	C-yd.sta.	0.45	5,943.46
Furnishing and Placing Topsoil	13,100	cu.yd.	2.50	32,750.00
Finishing Roadbed and Slopes	All	Req.		7,500.00
Rounding Cutbanks	7,000	lin.ft.	0.25	1,750.00
Seeding	54	acres	90.00	4,860.00
Mulching	54	acres	150.00	8,100.00
Grass Seed, Creeping Red Fescue	600	lb.	0.40	240.00
Grass Seed, Chewings Fescue	380	lb.	0.40	152.00
Grass Seed, Perennial Ryegrass	220	lb.	0.25	55.00
Grass Seed, Newport Bluegrass	280	lb.	0.80	224.00
Dutch White Clover	170	lb.	0.80	136.00
Inorganic Fertiliser, 10-16-8	220	cwt.	6.25	1,375.00
18-inch Concrete Pipe	650	lin.ft.	4.80	3,120.00
24-inch Concrete Pipe	210	lin.ft.	7.20	1,512.00
36-inch Concrete Pipe	160	lin.ft.	14.00	2,240.00
12-inch Culvert Pipe	50	lin.ft.	3.40	170.00
48-inch Corrugated Steel Pipe	70	lin.ft.	21.00	1,470.00
18-inch Corrugated Steel Pipe, Nested Type	190	lin.ft.	6.50	1,235.00
8-inch Sewer Pipe	1,850	lin.ft.	2.00	3,700.00
12-inch Sewer Pipe	1,540	lin.ft.	2.35	3,619.00
15-inch Sewer Pipe	740	lin.ft.	3.25	2,405.00
18-inch Sewer Pipe	1,116	lin.ft.	6.00	6,696.00
Extra for Pipe Under Pavement	340	lin.ft.	9.00	3,060.00
6-inch Perforated Drain Pipe	1,920	lin.ft.	2.25	4,320.00
8-inch Perforated Metal Drain Pipe	9,190	lin.ft.	2.55	23,434.50
Special Backfill in Drains	1,490	lin.ft.	6.00	8,940.00
18-inch Culvert End Sections	9	only	45.00	405.00
24-inch Culvert End Sections	7	only	64.00	448.00
36-inch Culvert End Sections	4	only	160.00	640.00
Concrete Inlets, Type G	12	only	75.00	900.00
Concrete Inlets, Type G-1	4	only	75.00	300.00
Concrete Inlets, Type G-2	1	only	75.00	75.00

Concrete Inlets, Type CG	1 only	$ 75.00	$ 75.00
Concrete Inlets, Type CG-1	1 only	75.00	75.00
Concrete Inlets, Type D	6 only	75.00	450.00
Concrete Manholes	4 only	250.00	1,000.00
Reconstruction of Manholes	2 only	80.00	160.00
Adjustment of Inlets	2 only	50.00	100.00
Concrete Curbs	260 cu.yds.	36.00	9,360.00
Class "A" Concrete in Box Culverts and Walls	106 cu.yds.	65.00	6,890.00
Metal Reinforcement in Box Culverts and Walls	11,000 lbs.	0.16	1,760.00
Salvage and Reinstall Guard Rail	270 lin.ft.	1.20	324.00
Salvage and Stockpile Guard Rail	1,500 lin.ft.	0.50	750.00
Salvage and Reinstall Median Barrier	40 lin.ft.	1.20	48.00
Guard Rail	3,100 lin.ft.	2.25	6,975.00
Median Barrier	19,000 lin.ft.	3.32	63,080.00
Rail End Pieces	28 only	3.50	98.00
Guide Posts, W-1	210 only	7.00	1,470.00
Guide Posts, Y-2	140 only	7.40	1,036.00
Guide Posts, Y-3	4 only	7.80	31.20
Type 2 Fence	420 rods	8.25	3,465.00
Type 3 Fence	76 rods	20.00	1,520.00
Salvage and Reinstall Type 2 Fence	66 rods	6.00	396.00
Salvage and Reinstall Type 3 Fence	190 rods	7.00	1,330.00
16'x58" Metal Gates	1 only	80.00	80.00
16'x58" Metal Gates	1 only	66.00	66.00
Salvage Irrigation System	All Req.		1,000.00
Loose Riprap and Rock Slide Protection	29,214.67 cu.yd.	3.25	94,947.67
Coarse Crushed Material in Base	128,943.5 ton	1.71	220,493.38
3/4" - 0 Material in Base	19,700 tons	1.86	36,642.00
Sprinkling	5,470 M-gal.	2.85	15,589.50
Preparation of Base	All Req.		1,000.00
3/4" - 0 Material in Binder Course	530 cu.yds.	4.50	2,385.00
RC-250 Asphalt	82 ton	47.00	3,854.00
Plant-Mix Bituminous Base	13,306.01 ton	3.85	51,228.13
Asphalt in Bituminous Base	561.514 ton	32.00	17,968.45
Asphaltic Concrete Mixture	39,200 ton	3.85	150,920.00
Asphalt in Mixture	2,160 ton	32.00	69,120.00
RS-1 Asphalt	15 ton	50.00	750.00
Roadway Illumination and Sign Power Installation	All Req.		11,007.00
Removal of Existing Sign Installation	All Req.		585.00
Furnish 8" BP 36# Steel Piling	203 lin.ft.	5.73	1,163.19
Drive Steel Piles	14 only	70.00	980.00
Sign Support Footings	All Req.		2,100.00
Metal Sign Posts	All Req.		1,250.00
Butterfly Sign Structures	2 only	3,480.00	6,960.00
Overhead Sign Illumination Equip.	All Req.		2,330.00
Wood Sign Posts	All Req.		1,060.00

Type "A" and "B" Signs in Place	1,939 sq.ft.	$ 6.33	$ 12,273.87
Type "C" and "D" Signs in Place	288 sq.ft.	3.28	944.64
Type "E", "F", "G" and "H" Signs in Place	109 sq.ft.	3.52	383.68
Type "K" and "S" Signs in Place	61 sq.ft.	5.59	340.99
Type "P" Signs in Place	5 sq.ft.	5.24	26.20
PA#2 18-inch Corrugated Metal Pipe	72 lin.ft.	6.00	432.00
PA#3 Remove Median Island	484 ft.	3.35	1,621.40
PA#4 Salvage and Reinstall Median Barrier	550 ft.	1.60	880.00
PA#6 Install Sign No. 31	All Req.		543.28
PA#7 Asphalt Concrete Sidewalks	45 ton	9.00	405.00
PA#8 Furnish and Install Sign Support	All Req.		821.25
PA#9 Teamsters Wage Adj., Straight Time	3,222 hr.	0.10	322.20
Teamsters Wage Adj., Overtime	1,192 hr.	0.15	178.80
EWO#3 Slide Removal	All Req.		5,000.00
			$1,166,086.31
Flagging (57½% of contractor's cost)	All Req.		7,500.00
Signing	All Req.		400.00
Reshape Slopes and Ditches	All Req.		500.00
			$ 8,400.00

Utilities

Work by Pacific Power & Light Co.	All Req.		2,298.00
		Subtotal	$1,176,784.31
		10% Engr. & Cont.	117,677.69
		Total	$1,294,462.00

Length of Roadway 4.315 miles
Length of Structures 0.307 miles (exception)
Total Length 4.622 miles
Cost of Roadway per mile $299,991.19

Federal Funds	$1,193,700.00
State Funds	100,762.00
	$1,294,462.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

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Monthly transaction number	FO R-2A U.S. DEPARTMENT OF COMMERCE (5-3.) BUREAU OF PUBLIC ROADS	e Oregon
Project report number I-5-3(51)125 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	County Douglas
		Project number I-5-3(51)125

6275

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 18, 19 63, is hereby modified as follows:

Revised estimated total cost of project	$ 1,259,209.00
Revised Federal funds	$ 1,161,200.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of August, 19 65.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

~~RXX~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(51)125

WINCHESTER-SOUTH UMPQUA RIVER SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid Prices. Revised to include increase in quantities of bid items.)

Salem, Oregon, August 5, 1965

Type Code 6201
Roadway (Sta. 2224+50 to Sta. 2529+00) (6275)

Clearing and Grubbing	All	Required		$ 8,500.00
Drainage Excavation, Unclassified	5,700	cu.yd.	$ 3.25	18,525.00
Structural Excavation, Unclassified	380	cu.yd.	8.00	3,040.00
General Excavation, Unclassified	307,123	cu.yd.	0.53	162,775.19
Short Overhaul	602,800	yd.sta.	0.01	6,028.00
Long Overhaul	8,900	C-yd.sta.	0.45	4,005.00
Furnishing and Placing Topsoil	13,100	cu.yd.	2.50	32,750.00
Finishing Roadbed and Slopes	All	Required		7,500.00
Rounding Cutbanks	7,000	lin.ft.	0.25	1,750.00
Seeding	54	acres	90.00	4,860.00
Mulching	54	acres	150.00	8,100.00
Grass Seed, Creeping Red Fescue	600	lb.	0.40	240.00
Grass Seed, Chewings Fescue	380	lb.	0.40	152.00
Grass Seed, Perennial Ryegrass	220	lb.	0.25	55.00
Grass Seed, Newport Bluegrass	280	lb.	0.80	224.00
Dutch White Clover	170	lb.	0.80	136.00
Inorganic Fertilizer, 10-16-8	220	cwt.	6.25	1,375.00
18-inch Concrete Pipe	650	lin.ft.	4.80	3,120.00
24-inch Concrete Pipe	210	lin.ft.	7.20	1,512.00
36-inch Concrete Pipe	160	lin.ft.	14.00	2,240.00
12-inch Culvert Pipe	50	lin.ft.	3.40	170.00
48-inch Corrugated Steel Pipe	70	lin.ft.	21.00	1,470.00
18-inch Corrugated Steel Pipe, Nested Type	190	lin.ft.	6.50	1,235.00
8-inch Sewer Pipe	1,420	lin.ft.	2.00	2,840.00
12-inch Sewer Pipe	1,540	lin.ft.	2.35	3,619.00
15-inch Sewer Pipe	740	lin.ft.	3.25	2,405.00
18-inch Sewer pipe	1,116	lin.ft.	6.00	6,696.00
Extra for Pipe Under Pavement	340	lin.ft.	9.00	3,060.00
6-inch Perforated Drain Pipe	1,920	lin.ft.	2.25	4,320.00
8-inch Perforated Metal Drain Pipe	9,190	lin.ft.	2.55	23,434.50
Special Backfill in Drains	1,490	lin.ft.	6.00	8,940.00
18-inch Culvert End Sections	9	only	45.00	405.00
24-inch Culvert End Sections	7	only	64.00	448.00
36-inch Culvert End Sections	4	only	160.00	640.00
Concrete Inlets, Type G	12	only	75.00	900.00
Concrete Inlets, Type G-1	4	only	75.00	300.00
Concrete Inlets, Type G-2	1	only	75.00	75.00

Concrete Inlets, Type CG	1	only	$	75.00	$	75.00
Concrete Inlets, Type CG-1	1	only		75.00		75.00
Concrete Inlets, Type D	6	only		75.00		450.00
Concrete Manholes	4	only		250.00		1,000.00
Reconstruction of Manholes	2	only		80.00		160.00
Adjustment of Inlets	2	only		50.00		100.00
Concrete Curbs	260	cu.yds.		36.00		9,360.00
Class "A" Concrete in Box Culverts and Walls	106	cu.yd.		65.00		6,890.00
Metal Reinforcement in Box Culverts and Walls	11,000	lbs.		0.16		1,760.00
Salvage and Reinstall Guard Rail	270	lin.ft.		1.20		324.00
Salvage and Stockpile Guard Rail	1,500	lin.ft.		0.50		750.00
Salvage and Reinstall Median Barrier	40	lin.ft.		1.20		48.00
Guard Rail	3,100	lin.ft.		2.25		6,975.00
Median Barrier	19,000	lin.ft.		3.32		63,080.00
Rail End Pieces	28	only		3.50		98.00
Guide Posts, W-1	210	only		7.00		1,470.00
Guide Posts, Y-2	140	only		7.40		1,036.00
Guide Posts, Y-3	4	only		7.80		31.20
Type 2 Fence	420	rods		8.25		3,465.00
Type 3 Fence	76	rods		20.00		1,520.00
Salvage and Reinstall Type 2 Fence	66	rods		6.00		396.00
Salvage and Reinstall Type 3 Fence	190	rods		7.00		1,330.00
16'x58" Metal Gates	1	only		80.00		80.00
16'x58" Metal Gates	1	only		66.00		66.00
Salvage Irrigation System	All	Required				1,000.00
Loose Riprap and Rock Slide Protection	29,214.67	cu.yd.		3.25		94,947.67
Coarse Crushed Material in Base	128,943.5	tons		1.71		220,493.38
3/4" - 0 Material in Base	19,700	tons		1.86		36,642.00
Sprinkling	5,470	M-gal.		2.85		15,589.50
Preparation of Base	All	Required				1,000.00
3/4" - 0 Material in Binder Course	530	cu.yds.		4.50		2,385.00
RC-250 Asphalt	82	tons		47.00		3,854.00
Plant-Mix Bituminous Base	13,306.01	tons		3.85		51,228.13
Asphalt in Bituminous Base	510	tons		32.00		16,320.00
Asphaltic Concrete Mixture	39,200	tons		3.85		150,920.00
Asphalt in Mixture	2,160	tons		32.00		69,120.00
RS-1 Asphalt	15	tons		50.00		750.00
Roadway Illumination and Sign Power Installation	All	Required				11,007.00
Removal of Existing Sign Installation	All	Required				585.00
Furnish 8" HP 36# Steel Piling	203	lin.ft.		5.73		1,163.19
Drive Steel Piles	14	only		70.00		980.00
Sign Support Footings	All	Required				2,100.00
Metal Sign Posts	All	Required				1,250.00
Butterfly Sign Structures	2	only		3,480.00		6,960.00
Overhead Sign Illumination Equip.	All	Required				2,330.00
Wood Sign Posts	All	Required				1,060.00

Type "A" and "B" Signs in Place	1,939 sq.ft.	$ 6.33	$ 12,273.87
Type "C" and "D" Signs in Place	288 sq.ft.	3.28	944.64
Type "E", "F", "G" and "H" Signs in Place	109 sq.ft.	3.52	383.68
Type "K" and "S" Signs in Place	61 sq.ft.	5.59	340.99
Type "P" Signs in Place	5 sq.ft.	5.24	26.20
			$1,134,038.14

Flagging (57½% of Contractor's Cost)	All Required	$ 7,500.00
Signing	All Required	400.00
Reshape Slopes and Ditches	All Required	500.00
		$ 8,400.00

Utilities

Work by Pacific Power & Light Co.	All Required	$ 2,298.00
	Subtotal	$1,144,736.14
	10% Engr. & Cont.	114,472.86
	Total	$1,259,209.00

Length of Roadway - - - - - - - - - - - - - - - - 4.315 miles
Length of 3 Structures - - - - - - - - - - - - - 0.307 miles (Exception)
Total Length- - - - - - - - - - - - - - - - - - 4.622 miles
Cost of Roadway Per Mile - - - - - - - - - - - $291,821.32

Federal Funds - $1,161,200.00
State Funds - 98,009.00

$1,259,209.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

WINCHESTER-SOUTH UMPQUA RIVER SECTION

Project No. I-5-3(51)125

Estimated cost of work by the Pacific Power and Light Company:

Materials	$1,308.00
Labor	653.00
Transportation	36.00
Accounting, Etc.	331.00
Salvage Credit	- 480.00 Cr.
Transfer Cost	450.00
	$2,298.00

Bk 9

Monthly transaction number 3-84	Form [illegible] A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	S[illegible] Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
Project report number 9		Project number I-5-3(51)125

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 18, 19 63, is hereby modified as follows:

Revised estimated total cost of project	$ 1,154,555.00
Revised Federal funds	$ 1,062,000.00
Other revisions	

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of March, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engr.
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX By A. W. Parsons
Division Engineer

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(51)125

WINCHESTER-SOUTH UMPQUA RIVER SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include work retained in P.S.&E. status.)

Salem, Oregon, March 9, 1964

Type Code 6201
Roadway (Sta. 2284+50 to Sta. 2529+00)(6275)

Clearing and Grubbing	All	Required		$ 8,500.00
Drainage Excavation, Unclassified	5,700	cu.yd.	$ 3.25	18,525.00
Structural Excavation, Unclassified	380	cu.yd.	8.00	3,040.00
General Excavation, Unclassified	287,600	cu.yd.	0.53	152,428.00
Short Overhaul	602,800	yd.sta.	0.01	6,028.00
Long Overhaul	8,900	C-yd.sta.	0.45	4,005.00
Furnishing and Placing Topsoil	13,100	cu.yd.	2.50	32,750.00
Finishing Roadbed and Slopes	All	Required		7,500.00
Rounding Cutbanks	7,000	lin.ft.	0.25	1,750.00
Seeding	54	acres	90.00	4,860.00
Mulching	54	acres	150.00	8,100.00
Grass Seed, Creeping Red Fescue	600	lb.	0.40	240.00
Grass Seed, Chewings Fescue	380	lb.	0.40	152.00
Grass Seed, Perennial Ryegrass	220	lb.	0.25	55.00
Grass Seed, Newport Bluegrass	280	lb.	0.80	224.00
Dutch White Clover	170	lb.	0.80	136.00
Inorganic Fertilizer, 10-16-8	220	cwt.	6.25	1,375.00
18-inch Concrete Pipe	650	lin.ft.	4.80	3,120.00
24-inch Concrete Pipe	210	lin.ft.	7.20	1,512.00
36-inch Concrete Pipe	160	lin.ft.	14.00	2,240.00
12-inch Culvert Pipe	50	lin.ft.	3.40	170.00
48-inch Corrugated Steel Pipe	70	lin.ft.	21.00	1,470.00
18-inch Corrugated Steel Pipe, Nested Type	190	lin.ft.	6.50	1,235.00
8-inch Sewer Pipe	1,420	lin.ft.	2.00	2,840.00
12-inch Sewer Pipe	1,540	lin.ft.	2.35	3,619.00
15-inch Sewer Pipe	740	lin.ft.	3.25	2,405.00
18-inch Sewer Pipe	110	lin.ft.	6.00	660.00
Extra for Pipe Under Pavement	340	lin.ft.	9.00	3,060.00
6-inch Perforated Drain Pipe	860	lin.ft.	2.25	1,935.00
8-inch Perforated Metal Drain Pipe	5,400	lin.ft.	2.55	13,770.00
Special Backfill in Drains	830	cu.yd.	6.00	4,980.00
18-inch Culvert End Sections	[illegible]	only	45.00	405.00
24-inch Culvert End Sections	7	only	64.00	448.00
36-inch Culvert End Sections	4	only	160.00	640.00
Concrete Inlets, Type G	12	only	75.00	900.00
Concrete Inlets, Type G-1	4	only	75.00	300.00
Concrete Inlets, Type G-2	1	only	75.00	75.00

Concrete Inlets, Type CG	1	only	$ 75.00	$ 75.00
Concrete Inlets Type CG-1	1	only	75.00	75 00
Concrete Inlets, Type D	6	only	75 00	450.00
Concrete Manholes	4	only	250.00	1,000.00
Reconstruction of Manholes	2	only	80.00	160.00
Adjustment of Inlets	2	only	50.00	100.00
Concrete Curbs	260	cu.yd.	36.00	9 360.00
Class "A Concrete in Box Culverts and Walls	106	cu.yd.	65.00	6,890.00
Metal Reinforcement in Box Culverts and Walls	11,000	lb.	0.16	1,760.00
Salvage and Reinstall Guard Rail	270	lin.ft.	1.20	324.00
Salvage and Stockpile Guard Rail	1,500	lin.ft.	0.50	750.00
Salvage and Reinstall Median Barrier	40	lin.ft.	1.20	48.00
Guard Rail	3,100	lin.ft.	2.25	6,975.00
Median Barrier	19,000	lin.ft.	3.32	63 080.00
Rail End Pieces	28	only	3.50	98.00
Guide Posts, W-1	210	only	7.00	1,470.00
Guide Posts, Y-2	140	only	7.40	1,036.00
Guide Posts, Y-3	4	only	7.80	31.20
Type 2 Fence	420	rods	8.25	3,465.00
Type 3 Fence	76	rods	20.00	1,520.00
Salvage and Reinstall Type 2 Fence	66	rods	6.00	396.00
Salvage and Reinstall Type 3 Fence	190	rods	7.00	1,330.00
16'x58" Metal Gates	1	only	80.00	80.00
16'x48" Metal Gates	1	only	66.00	66.00
Salvage Irrigation System	All	Required		1,000.00
Loose Riprap and Rock Slide Protection	16,700	cu.yd.	3.25	54,275.00
Coarse Crushed Material in Base	119,200	tons	1.71	203,832.00
3/4"-0 Material in Base	19,700	tons	1.86	36,642.00
Sprinkling	5,470	M-gal.	2.85	15,589.50
Preparation of Base	All	Required		1,000.00
3/4"-0 Material in Binder Course	530	cu.yd.	4.50	2,385.00
RC-250 asphalt	82	tons	47.00	3 854.00
Plant-Mix Bituminous Base	11,900	tons	3.85	45,815.00
Asphalt in Bituminous Base	510	tons	32.00	16,320.00
Asphaltic Concrete Mixture	39 200	tons	3.85	150,920.00
Asphalt in Mixture	2,160	tons	32.00	69,120.00
RS-1 Asphalt	15	tons	50.00	750.00
Roadway Illumination and Sign Power Installation	All	Required		11,007.00
Removal of Existing Sign Installation	All	Required		585.00
Furnish 8" BP 36# Steel Piling	203	lin.ft.	5.73	1,163.19
Drive Steel Piles	14	only	70.00	980.00
Sign Support Footings	All	Required		2,100.00
Metal Sign Posts	All	Required		1,250.00
Butterfly Sign Structures	2	only	3,480.00	6,960.00
Overhead Sign Illumination Equip.	All	Required		2,330.00
Wood Sign Posts	All	Required		1,060.00

Type "A" and "B" Signs in Place	1,939 sq.ft.	$ 6.33	$ 12,273.87
Type "C" and "D" Signs in Place	288 sq.ft.	3.28	944.64
Type "E", "F", "G" and "H" Signs in Place	109 sq.ft.	3.52	383.68
Type "K" and "S" Signs in Place	61 sq.ft.	5.59	340.99
Type "P" Signs in Place	5 sq.ft.	5.24	26.20
			$1,038,898.27
Flagging (57½% of Contractor's Cost)	All Required		$ 7,500.00
Signing	All Required		400.00
Reshape Slopes and Ditches	All Required		500.00
			$ 8,400.00

__Utilities__

Work by Pacific Power & Light Co.	All Required	$ 2,298.00
	Subtotal	$1,049,596.27
	10% Engr. & Cont.	104,958.73
	Total	$1,154,555.00

Length of Roadway - - - - - - - - - - - - -4.315 miles
Length of 3 Structures- - - - - - - - - - -0.307 miles (Exception)
Total Length- - - - - - - - - - - - - - - -4.622 miles
Cost of Roadway per Mile- - - - - - - - - -$267,567.78

Federal Funds - $1,062,000.00
State Funds - 92,555.00

$1,154,555.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

WINCHESTER-SOUTH UMPQUA RIVER SECTION

Project No. I-5-3(51)125

Estimated cost of work by the Pacific Power and Light Company.

Materials	$1.308.00
Labor	653.00
Transportation	36.00
Accounting, Etc.	331.00
Salvage Credit	- 480.00 Cr.
Transfer Cost	450.00
	$2,298.00

RECEIVED
JUL 22 1963
FOR FILING
7-13

State

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO. 5

FOR R-2
(REV. -61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

TE: Oregon

COUNTY: Douglas

PROJECT NO.: I-5-3(51)125

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Winchester to S. Umpqua River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	4.315
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,152,028.00	$ 1,059,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Asst State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L. R. Backlund
ByL. R. Backlund, Administrative Manager

Date executed by Division Engineer: July 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

OREGON DIVIS

Oregon State Highway Department

Federal Aid
Project No. I-5-3(51)125

WINCHESTER-SOUTH UMPQUA RIVER SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1963

Type Code 6201
Roadway (Sta. 2284+50 to Sta. 2529+00)(6275)

Clearing and Grubbing	All	Required		$ 8,500.00
Drainage Excavation, Unclassified	5,700	cu.yd.	$ 3.25	18,525.00
Structural Excavation, Unclassified	380	cu.yd.	8.00	3,040.00
General Excavation, Unclassified	287,600	cu.yd.	0.53	152,428.00
Short Overhaul	602,800	yd.sta.	0.01	6,028.00
Long Overhaul	8,900	C-yd.sta.	0.45	4,005.00
Furnishing and Placing Topsoil	13,100	cu.yd.	2.50	32,750.00
Finishing Roadbed and Slopes	All	Required		7,500.00
Rounding Cutbanks	7,000	lin.ft.	0.25	1,750.00
Seeding	54	acre	90.00	4,860.00
Mulching	54	acre	150.00	8,100.00
Grass Seed, Creeping Red Fescue	600	lb.	0.40	240.00
Grass Seed, Chewings Fescue	380	lb.	0.40	152.00
Grass Seed, Perennial Ryegrass	220	lb.	0.25	55.00
Grass Seed, Newport Bluegrass	280	lb.	0.80	224.00
Dutch White Clover	170	lb.	0.80	136.00
Inorganic Fertilizer, 10-16-8	220	cwt.	6.25	1,375.00
18-inch Concrete Pipe	650	lin.ft.	4.80	3,120.00
24-inch Concrete Pipe	210	lin.ft.	7.20	1,512.00
36-inch Concrete Pipe	160	lin.ft.	14.00	2,240.00
12-inch Culvert Pipe	50	lin.ft.	3.40	170.00
48-inch Corrugated Steel Pipe	70	lin.ft.	21.00	1,470.00
18-inch Corrugated Steel Pipe, Nested Type	190	lin.ft.	6.50	1,235.00
8-inch Sewer Pipe	1,420	lin.ft.	2.00	2,840.00
12-inch Sewer Pipe	1,540	lin.ft.	2.35	3,619.00
15-inch Sewer Pipe	740	lin.ft.	3.25	2,405.00
18-inch Sewer Pipe	110	lin.ft.	6.00	660.00
Extra for Pipe Under Pavement	340	lin.ft.	9.00	3,060.00
6-inch Perforated Drain Pipe	860	lin.ft.	2.25	1,935.00
8-inch Perforated Metal Drain Pipe	5,400	lin.ft.	2.55	13,770.00
Special Backfull in Drains	830	cu.yd.	6.00	4,980.00
18-inch Culvert End Sections	9	only	45.00	405.00
24-inch Culvert End Sections	7	only	64.00	448.00
36-inch Culvert End Sections	4	only	160.00	640.00

Concrete Inlets, Type G	12	only	$ 75.00	$ 900.00
Concrete Inlets, Type G-1	4	only	75.00	300.00
Concrete Inlets, Type G-2	1	only	75.00	75.00
Concrete Inlets, Type CG	1	only	75.00	75.00
Concrete Inlets, Type CG-1	1	only	75.00	75.00
Concrete Inlets, Type D	6	only	75.00	450.00
Concrete Manholes	4	only	250.00	1,000.00
Reconstruction of Manholes	2	only	80.00	160.00
Adjustment of Inlets	2	only	50.00	100.00
Concrete Curbs	260	cu.yd.	36.00	9,360.00
Class "A" Concrete in Box Culverts and Walls	106	cu.yd.	65.00	6,890.00
Metal Reinforcement in Box Culverts and Walls	106	lb.	0.16	1,760.00
Salvage and Reinstall Guard Rail	270	lin.ft.	1.20	324.00
Salvage and Stockpile Guard Rail	1,500	lin.ft.	0.50	750.00
Salvage and Reinstall Median Barrier	40	lin.ft.	1.20	48.00
Guard Rail	3,100	lin.ft.	2.25	6,975.00
Median Barrier	19,000	lin.ft.	3.32	63,080.00
Rail End Pieces	28	only	3.50	98.00
Guide Posts, W-1	210	onl7	7.00	1,470.00
Guide Posts, Y-2	140	only	7.40	1,036.00
Guide Posts, Y-3	4	only	7.80	31.20
Type 2 Fence	420	Rods	8.25	3,465.00
Type 3 Fence	76	Rods	20.00	1,520.00
Salvage and Reinstall Type 2 Fence	66	Rods	6.00	396.00
Salvage and Reinstall Type 3 Fence	190	Rods	7.00	1,330.00
16' x 58" Metal Gates	1	only	80.00	80.00
16' x 48" Metal Gates	1	only	66.00	66.00
Salvage Irrigation System	All	Required		1,000.00
Loose Riprap and Rock Slide Protection	16,700	cu.yd.	3.25	54,275.00
Coarse Crushed Material in Base	119,200	ton	1.71	203,832.00
3/4" - 0 Material in Base	19,700	ton	1.86	36,642.00
Sprinkling	5,470	M-gal.	2.85	15,589.50
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	530	cu.yd.	4.50	2,385.00
RC-250 Asphalt	82	ton	47.00	3,854.00
Plant-Mix Bituminous Base	11,900	ton	3.85	45,815.00
Asphalt in Bituminous Base	510	ton	32.00	16,320.00
Asphaltic Concrete Mixture	39,200	ton	3.85	150,920.00
Asphalt in Mixture	2,160	ton	32.00	69,120.00
RS-1 Asphalt	15	ton	50.00	750.00
Roadway Illumination and Sign Power Installation	All	Required		11,007.00
Removal of Existing Sign Installations	All	Required		585.00
Furnish 8" BP 36# Steel Piling	203	lin.ft.	5.73	1,163.19
Drive Steel Piles	14	only	70.00	980.00
Sign Support Footings	All	Required		2,100.00

Metal Sign Posts	All Required		$ 1,250.00
Butterfly Sign Structures	2 only	$ 3,480.00	6,960.00
Overhead Sign Illumination Equipment	All Required		2,330.00
Wood Sign Posts	All Required		1,060.00
Type "A" and "B" Signs in Place	1,939 sq.ft.	6.33	12,273.87
Type "C" and "D" Signs in Place	288 sq.ft.	3.28	944.64
Type "E", "F", "G" and "H" Signs in Place	109 sq.ft.	3.52	383.68
Type "K" and "S" Signs in Place	61 sq.ft.	5.59	340.99
Type "P" Signs in Place	5 sq.ft.	5.24	26.20
			$1,038,898.27
Flagging (57½% of Contractor's Cost)	All Required		7,500.00
Signing	All Required		400.00
Reshape Slopes and Ditches	All Required		500.00
			8,400.00
	Subtotal		$ 1,047,298.27
	10% Engr. & Cont.		104,729.73
	Total		$ 1,152,028.00

Length of Roadway- - - - - - - - - 4.315 Miles
Length of 3 Structures - - - - - - 0.307 Miles (Exceptions)
Total Length - - - - - - - - - - - 4.622 Miles
Cost of Roadway Per Mile - - - - $266,982.15

Federal Funds	$1,059,500.00
State Funds	92,528.00
	$1,152,028.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

Work Retained in P. S. & E. Status

Description	Total Cost	Federal Funds	State Funds
Pacific N. W. Bell Tel. Co.	$ 550.00	$ 500.00	$ 50.00
Pacific Power & Light Co.	3,080.00	2,800.00	280.00
N. Roseburg Sanitary Dist.	6,787.00	6,200.00	587.00
	$10,417.00	$9,500.00	$917.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(51)125

WINCHESTER-SOUTH UMPQUA RIVER SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, May 13, 1963

Type Code 6201
Roadway (Sta. 2284+50 to Sta. 2529+00)

Clearing and Grubbing	All	Required		$ 35,000.00
Drainage Excavation, Unclassified	5,700	cu.yds.	$ 3.00	17,100.00
Structural Excavation, Unclassified	380	cu.yds.	5.00	1,900.00
General Excavation, Unclassified	287,600	cu.yds.	0.50	143,800.00
Short Overhaul	602,800	yd.sta.	0.01	6,028.00
Long Overhaul	8,900	C-yd.sta.	0.40	3,560.00
Furnishing and Placing Topsoil	13,100	cu.yds.	2.00	26,200.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Rounding Cutbanks	7,000	lin.ft.	0.20	1,400.00
Seeding	54	acres	150.00	8,100.00
Mulching	54	acres	175.00	9,450.00
Grass Seed, Creeping Red Fescue	600	lbs.	0.40	240.00
Grass Seed, Chewings Fescue	380	lbs.	0.40	152.00
Grass Seed, Perennial Ryegrass	220	lbs.	0.40	88.00
Grass Seed, Newport Bluegrass	280	lbs.	1.00	280.00
Dutch White Clover	170	lbs.	1.00	170.00
Inorganic Fertilizer, 10-16-8	220	cwt.	5.00	1,100.00
18-inch Concrete Pipe	650	lin.ft.	4.50	2,925.00
24-inch Concrete Pipe	210	lin.ft.	6.00	1,260.00
36-inch Concrete Pipe	160	lin.ft.	7.50	1,200.00
12-inch Culvert Pipe	50	lin.ft.	3.00	150.00
48-inch Corrugated Steel Pipe	70	lin.ft.	25.00	1,750.00
18-inch Corrugated Steel Pipe, Nested Type	190	lin.ft.	7.00	1,330.00
8-inch Sewer Pipe	1,420	lin.ft.	2.00	2,840.00
12-inch Sewer Pipe	1,540	lin.ft.	2.50	3,850.00
15-inch Sewer Pipe	740	lin.ft.	3.25	2,405.00
18-inch Sewer Pipe	110	lin.ft.	3.75	412.50
Extra for Pipe Under Pavement	340	lin.ft.	4.00	1,360.00
6-inch Perforated Drain Pipe	860	lin.ft.	2.00	1,720.00
8-inch Perforated Metal Drain Pipe	5,400	lin.ft.	2.50	13,500.00
Special Backfill in Drains	830	cu.yds.	6.00	4,980.00
18-inch Culvert End Sections	9	only	45.00	405.00
24-inch Culvert End Sections	7	only	65.00	455.00

36-inch Culvert End Sections	4 only	$ 150.00	$ 600.00
Concrete Inlets, Type G	12 only	95.00	1,140.00
Concrete Inlets, Type G-1	4 only	100.00	400.00
Concrete Inlets, Type G-2	1 only	110.00	110.00
Concrete Inlets, Type CG	1 only	120.00	120.00
Concrete Inlets, Type CG-1	1 only	125.00	125.00
Concrete Inlets, Type D	6 only	100.00	600.00
Concrete Manholes	4 only	250.00	1,000.00
Reconstruction of Manholes	2 only	150.00	300.00
Adjustment of Inlets	2 only	50.00	100.00
Concrete Curbs	260 cu.yds.	55.00	14,300.00
Class "A" Concrete in Box Culverts and Walls	106 cu.yds.	60.00	6,360.00
Metal Reinforcement in Box Culverts and Walls	11,000 lbs.	0.15	1,650.00
Salvage and Reinstall Guard Rail	270 lin.ft.	1.75	472.50
Salvage and Stockpile Guard Rail	1,500 lin.ft.	1.00	1,500.00
Salvage and Reinstall Median Barrier	40 lin.ft.	3.00	120.00
Guard Rail	3,100 lin.ft.	2.50	7,750.00
Median Barrier	19,000 lin.ft.	3.75	71,250.00
Rail End Pieces	28 only	5.00	140.00
Guide Posts, W-1	210 only	7.00	1,470.00
Guide Posts, Y-2	140 only	8.00	1,120.00
Guide Posts, Y-3	4 only	9.00	36.00
Type 2 Fence	420 rods	7.00	2,940.00
Type 3 Fence	76 rods	20.00	1,520.00
Salvage and Reinstall Type 2 Fence	66 rods	6.00	396.00
Salvage and Reinstall Type 3 Fence	190 rods	15.00	2,850.00
16' x 58" Metal Gates	1 only	150.00	150.00
16' x 48" Metal Gates	1 only	100.00	100.00
Salvage Irrigation System	All Required		300.00
Loose Riprap and Rock Slide Protection	16,700 cu.yds.	4.00	66,800.00
Coarse Crushed Material in Base	119,200 tons	2.20	262,240.00
3/4" - 0 Material in Base	19,700 tons	2.50	49,250.00
Sprinkling	5,470 M-gals.	3.00	16,410.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	530 cu.yds.	4.25	2,252.50
RC-250 Asphalt	82 tons	50.00	4,100.00
Plant-Mix Bituminous Base	11,900 tons	3.75	44,625.00
Asphalt in Bituminous Base	510 tons	37.00	18,870.00
Asphaltic Concrete Mixture	39,200 tons	6.25	245,000.00
Asphalt in Mixture	2,160 tons	36.00	77,760.00
RS-1 Asphalt	15 tons	50.00	750.00
Roadway Illumination and Sign Power Installation	All Required		16,000.00
Removal of Existing Sign Installations	All Required		500.00

Furnish 8" BP 36# Steel Piling	203 lin.ft.	$ 5.25	$ 1,065.75
Drive Steel Piles	14 only	75.00	1,050.00
Sign Support Footings	All Required		2,000.00
Metal Sign Posts	All Required		1,140.00
Butterfly Sign Structures	2 only	3,500.00	7,000.00
Overhead Sign Illumination Equipment	All Required		4,200.00
Wood Sign Posts	All Required		1,200.00
Type "A" and "B" Signs in Place	1,939 sq.ft.	6.70	12,991.30
Type "C" and "D" Signs in Place	288 sq.ft.	3.80	1,094.40
Type "E", "F", "G" and "H" Signs in Place	109 sq.ft.	4.25	463.25
Type "K" and "J" Signs in Place	61 sq.ft.	7.00	427.00
Type "P" Signs in Place	5 sq.ft.	6.75	33.75
			$ 1,256,252.95
Flagging (57½% of Contractor's Cost)	All Required		$ 7,500.00
Signing	All Required		400.00
Reshape Slopes and Ditches	All Required		500.00
			$ 8,400.00
Utilities			
Work by Pacific N.W. Bell Tel.Co.	All Required		$ 500.00
Work by Pacific Power & Light Co.	All Required		2,800.00
Work by North Roseburg Sanitary Dist.	All Required		6,170.00
			$ 9,470.00
	Subtotal		$ 1,274,122.95
	10% Engr. & Cont.		127,412.05
	Total		$ 1,401,535.00

Length of Roadway - - - - - - - - - - - - - - - - -	4.315 miles
Length of 3 Structures- - - - - - - - - - - - - -	0.307 miles-exceptions
Total Length - - - - - - - - - - - - - - - - - -	4.622 miles
Cost of Roadway per Mile - - - - - - - - - - - -	$324,805.33

Federal Funds -	$ 1,288,000.00
State Funds -	113,535.00
	$ 1,401,535.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(51)125

WINCHESTER-SOUTH UMPQUA RIVER SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 21, 1963

Type Code 6201
Roadway (Sta. 2284+50 to Sta. 2529+00)

Clearing and Grubbing	All	Req.		$ 35,000.00
Drainage Excavation, Unclassified	5,700	cu.yd.	$ 3.00	17,100.00
Structural Excavation, Unclassified	380	cu.yd.	5.00	1,900.00
General Excavation, Unclassified	287,600	cu.yd.	0.50	143,800.00
Short Overhaul	602,800	yd.sta.	0.01	6,028.00
Long Overhaul	8,900	C-yd.sta.	0.40	3,560.00
Furnishing and Placing Topsoil	13,100	cu.yd.	2.00	26,200.00
Finishing Roadbed and Slopes	All	Req.		4,000.00
Rounding Cutbanks	7,000	lin.ft.	0.20	1,400.00
Seeding	54	acre	150.00	8,100.00
Mulching	54	acre	175.00	9,450.00
Grass Seed, Creeping Red Fescue	600	lb.	0.40	240.00
Grass Seed, Chewings Fescue	380	lb.	0.40	152.00
Grass Seed, Perennial Ryegrass	220	lb.	0.40	88.00
Grass Seed, Newport Bluegrass	280	lb.	1.00	280.00
Dutch White Clover	170	lb.	1.00	170.00
Inorganic Fertilizer, 10-16-8	220	cwt.	5.00	1,100.00
18-inch Concrete Pipe	650	lin.ft.	4.50	2,925.00
24-inch Concrete Pipe	210	lin.ft.	6.00	1,260.00
36-inch Concrete Pipe	160	lin.ft.	7.50	1,200.00
12-inch Culvert Pipe	50	lin.ft.	3.00	150.00
48-inch Corrugated Steel Pipe	70	lin.ft.	25.00	1,750.00
18-inch Corrugated Steel Pipe, Nested Type	190	lin.ft.	7.00	1,330.00
8-inch Sewer Pipe	1,420	lin.ft.	2.00	2,840.00
12-inch Sewer Pipe	1,540	lin.ft.	2.50	3,850.00
15-inch Sewer Pipe	740	lin.ft.	3.25	2,405.00
18-inch Sewer Pipe	110	lin.ft.	3.75	412.50
Extra for Pipe Under Pavement	340	lin.ft.	4.00	1,360.00
6-inch Perforated Drain Pipe	860	lin.ft.	2.00	1,720.00
8-inch Perforated Metal Drain Pipe	5,400	lin.ft.	2.50	13,500.00

Special Backfill in Drains	830	cu.yd.	$ 6.00	$ 4,980.00
18-inch Culvert End Sections	9	only	45.00	405.00
24-inch Culvert End Sections	7	only	65.00	455.00
36-inch Culvert End Sections	4	only	150.00	600.00
Concrete Inlets, Type G	12	only	95.00	1,140.00
Concrete Inlets, Type G-1	4	only	100.00	400.00
Concrete Inlets, Type G-2	1	only	110.00	110.00
Concrete Inlets, Type CG	1	only	120.00	120.00
Concrete Inlets, Type CG-1	1	only	125.00	125.00
Concrete Inlets, Type D	6	only	100.00	600.00
Concrete Manholes	4	only	250.00	1,000.00
Reconstruction of Manholes	2	only	150.00	300.00
Adjustment of Inlets	2	only	50.00	100.00
Concrete Curbs	260	cu.yd.	55.00	14,300.00
Class "A" Concrete in Box Culverts and Walls	106	cu.yd.	60.00	6,360.00
Metal Reinforcement in Box Culverts and Walls	11,000	lb.	0.15	1,650.00
Salvage and Reinstall Guard Rail	270	lin.ft.	1.75	472.50
Salvage and Stockpile Guard Rail	1,500	lin.ft.	1.00	1,500.00
Salvage and Reinstall Median Barrier	40	lin.ft.	3.00	120.00
Guard Rail	3,100	lin.ft.	2.50	7,750.00
Median Barrier	19,000	lin.ft.	3.75	71,250.00
Rail End Pieces	28	only	5.00	140.00
Guide Posts, W-1	210	only	7.00	1,470.00
Guide Posts, Y-2	140	only	8.00	1,120.00
Guide Posts, Y-3	4	only	9.00	36.00
Type 2 Fence	420	rod	7.00	2,940.00
Type 3 Fence	76	rod	20.00	1,520.00
Salvage and Reinstall Type 2 Fence	66	rod	6.00	396.00
Salvage and Reinstall Type 3 Fence	190	rod	15.00	2,850.00
16' x 58" Metal Gates	1	only	150.00	150.00
16' x 48" Metal Gates	1	only	100.00	100.00
Salvage Irrigation System	All	Req.		300.00
Loose Riprap and Rock Slide Protection	16,700	cu.yd.	4.00	66,800.00
Coarse Crushed Material in Base	119,200	ton	2.20	262,240.00
3/4" - 0 Material in Base	19,700	ton	2.50	49,250.00
Sprinkling	5,470	M-gal.	3.00	16,410.00
Preparation of Base	All	Req.		1,000.00
3/4" - 0 Material in Binder Course	530	cu.yd.	5.00	2,650.00

RC-250 Asphalt	82 ton	$ 50.00	$ 4,100.00
Plant-Mix Bituminous Base	11,900 ton	4.00	47,600.00
Asphalt in Bituminous Base	510 ton	37.00	18,870.00
Asphaltic Concrete Mixture	39,200 ton	4.50	176,400.00
Asphalt in Mixture	2,160 ton	36.00	77,760.00
RS-1 Asphalt	15 ton	50.00	750.00
Roadway Illumination and Sign Power Installation	All Req.		16,000.00
Removal of Existing Sign Installations	All Req.		500.00
Furnish 8" BP 36# Steel Piling	203 lin.ft.	5.25	1,065.75
Drive Steel Piles	14 only	75.00	1,050.00
Sign Support Footings	All Req.		2,000.00
Metal Sign Posts	All Req.		1,140.00
Butterfly Sign Structures	2 only	3,500.00	7,000.00
Overhead Sign Illumination Equipment	All Req.		4,200.00
Wood Sign Posts	All Req.		1,200.00
Type "A" and "B" Signs in Place	1,939 sq.ft.	6.70	12,991.30
Type "C" and "D" Signs in Place	288 sq.ft.	3.80	1,094.40
Type "E", "F", "G" and "H" Signs in Place	109 sq.ft.	4.25	463.25
Type "K" and "S" Signs in Place	61 sq.ft.	7.00	427.00
Type "P" Signs in Place	5 sq.ft.	6.75	33.75
			$1,191,025.45
Flagging (57½% of Contractor's Cost)	All Req.		$ 7,500.00
Signing	All Req.		400.00
Reshape Slopes and Ditches	All Req.		500.00
			$ 8,400.00

Utilities

Work by Pacific NW Bell Tel. Co.	All Req.		$ 500.00
Work by Pacific Power & Light Co.	All Req.		2,800.00
Work by North Roseburg Sanitary Dist.	All Req.		6,170.00
			$ 9,470.00
	Subtotal		$1,208,895.45
	10% Engr. & Cont.		120,888.55
	Total		$1,329,784.00

Length of Roadway - - - - - - -	4.315 Miles
Length of 3 Structures- - - - -	0.307 Mile Exceptions
Total Length- - - - - - - - - -	4.622 Miles
Cost of Roadway Per Mile- - - -	$308,177.05

Federal Funds -	$1,223,000.00
State Funds -	106,784.00
	$1,329,784.00

Federal-Aid
Project No. I-5-3(51)125

Oregon State Highway Department

WINCHESTER-SOUTH UMPQUA RIVER SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 8, 1963

Type Code 6201
Roadway (Sta. 2284+50 to Sta. 2529+00)

Clearing and Grubbing	All	Req.		$ 35,000.00
Drainage Excavation, Unclassified	5,700	cu.yd.	$ 3.00	17,100.00
Structural Excavation, Unclassified	380	cu.yd.	5.00	1,900.00
General Excavation, Unclassified	287,600	cu.yd.	0.50	143,800.00
Short Overhaul	602,800	yd.sta.	0.01	6,028.00
Long Overhaul	8,900	C-yd.sta.	0.40	3,560.00
Furnishing and Placing Topsoil	13,100	cu.yd.	2.00	26,200.00
Finishing Roadbed and Slopes	All	Req.		4,000.00
Rounding Cutbanks	7,000	lin.ft.	0.20	1,400.00
Seeding	54	acre	150.00	8,100.00
Mulching	54	acre	175.00	9,450.00
Grass Seed, Creeping Red Fescue	600	lb.	0.40	240.00
Grass Seed, Chewings Fescue	380	lb.	0.40	152.00
Grass Seed, Perennial Ryegrass	220	lb.	0.40	88.00
Grass Seed, Newport Bluegrass	280	lb.	1.00	280.00
Dutch White Clover	170	lb.	1.00	170.00
Inorganic Fertilizer, 10-16-8	220	cwt.	5.00	1,100.00
18-inch Concrete Pipe	650	lin.ft.	4.50	2,925.00
24-inch Concrete Pipe	210	lin.ft.	6.00	1,260.00
36-inch Concrete Pipe	160	lin.ft.	7.50	1,200.00
12-inch Culvert Pipe	50	lin.ft.	3.00	150.00
48-inch Corrugated Steel Pipe	70	lin.ft.	25.00	1,750.00
18-inch Corrugated Steel Pipe, Nested Type	190	lin.ft.	7.00	1,330.00
8-inch Sewer Pipe	1,420	lin.ft.	2.00	2,840.00
12-inch Sewer Pipe	1,540	lin.ft.	2.50	3,850.00
15-inch Sewer Pipe	740	lin.ft.	3.25	2,405.00
18-inch Sewer Pipe	110	lin.ft.	3.75	412.50
Extra for Pipe Under Pavement	340	lin.ft.	4.00	1,360.00
6-inch Perforated Drain Pipe	860	lin.ft.	2.00	1,720.00
8-inch Perforated Metal Drain Pipe	5,400	lin.ft.	2.50	13,500.00

Special Backfill in Drains	830	cu.yd.	$ 6.00	$ 4,980.00
18-inch Culvert End Sections	9	only	45.00	405.00
24-inch Culvert End Sections	7	only	65.00	455.00
36-inch Culvert End Sections	4	only	150.00	600.00
Concrete Inlets, Type G	12	only	95.00	1,140.00
Concrete Inlets, Type G-1	4	only	100.00	400.00
Concrete Inlets, Type G-2	1	only	110.00	110.00
Concrete Inlets, Type CG	1	only	120.00	120.00
Concrete Inlets, Type CG-1	1	only	125.00	125.00
Concrete Inlets, Type D	6	only	100.00	600.00
Concrete Manholes	4	only	250.00	1,000.00
Reconstruction of Manholes	2	only	150.00	300.00
Adjustment of Inlets	2	only	50.00	100.00
Concrete Curbs	260	cu.yd.	55.00	14,300.00
Class "A" Concrete in Box Culverts and Walls	106	cu.yd.	60.00	6,360.00
Metal Reinforcement in Box Culverts and Walls	11,000	lb.	0.15	1,650.00
Salvage and Reinstall Guard Rail	270	lin.ft.	1.75	472.50
Salvage and Stockpile Guard Rail	1,500	lin.ft.	1.00	1,500.00
Salvage and Reinstall Median Barrier	40	lin.ft.	3.00	120.00
Guard Rail	3,100	lin.ft.	2.50	7,750.00
Median Barrier	19,000	lin.ft.	3.75	71,250.00
Rail End Pieces	28	only	5.00	140.00
Guide Posts, W-1	210	only	7.00	1,470.00
Guide Posts, Y-2	140	only	8.00	1,120.00
Guide Posts, Y-3	4	only	9.00	36.00
Type 2 Fence	420	rod	7.00	2,940.00
Type 3 Fence	76	rod	20.00	1,520.00
Salvage and Reinstall Type 2 Fence	66	rod	6.00	396.00
Salvage and Reinstall Type 3 Fence	190	rod	15.00	2,850.00
16' x 58" Metal Gates	1	only	150.00	150.00
16' x 48" Metal Gates	1	only	100.00	100.00
Salvage Irrigation System	All	Req.		300.00
Loose Riprap and Rock Slide Protection	16,700	cu.yd.	4.00	66,800.00
Coarse Crushed Material in Base	119,200	ton	2.20	262,240.00
3/4" - 0 Material in Base	19,700	ton	2.50	49,250.00
Sprinkling	5,470	M-gal.	3.00	16,410.00
Preparation of Base	All	Req.		1,000.00
3/4" - 0 Material in Binder Course	530	cu.yd.	4.25	2,252.50

RC-250 Asphalt	82 ton	$ 50.00	$ 4,100.00
Plant-Mix Bituminous Base	11,900 ton	3.75	44,625.00
Asphalt in Bituminous Base	510 ton	37.00	18,870.00
Asphaltic Concrete Mixture	39,200 ton	6.25	245,000.00
Asphalt in Mixture	2,160 ton	36.00	77,760.00
RS-1 Asphalt	15 ton	50.00	750.00
Roadway Illumination and Sign Power Installation	All Req.		16,000.00
Removal of Existing Sign Installations	All Req.		500.00
Furnish 8" BP 36# Steel Piling	203 lin.ft.	5.25	1,065.75
Drive Steel Piles	14 only	75.00	1,050.00
Sign Support Footings	All Req.		2,000.00
Metal Sign Posts	All Req.		1,140.00
Butterfly Sign Structures	2 only	3,500.00	7,000.00
Overhead Sign Illumination Equipment	All Req.		4,200.00
Wood Sign Posts	All Req.		1,200.00
Type "A" and "B" Signs in Place	1,939 sq.ft.	6.70	12,991.30
Type "C" and "D" Signs in Place	288 sq.ft.	3.80	1,094.40
Type "E", "F", "G" and "M" Signs in Place	109 sq.ft.	4.25	463.25
Type "K" and "S" Signs in Place	61 sq.ft.	7.00	427.00
Type "P" Signs in Place	5 sq.ft.	6.75	33.75
			$1,256,252.95
Flagging (57½% of Contractor's Cost)	All Req.		$ 7,500.00
Signing	All Req.		400.00
			$ 7,900.00
Utilities			
Work by Pacific NW Bell Tel. Co.	All Req.		$ 500.00
Work by Pacific Power & Light Co.	All Req.		2,800.00
Work by North Roseburg Sanitary Dist.	All Req.		6,170.00
			$ 9,470.00
	Subtotal		$1,273,622.95
	10% Engr. & Cont.		127,362.05
	Total		$1,400,985.00

Length of Roadway - - - - 4.315 Miles
Length of 3 Structures- - 0.307 Mile (Exceptions)
Total Length- - - - - - - 4.622 Miles
Cost of Roadway Per Mile- $324,677.86

Federal Funds -	$1,288,000.00
State Funds -	112,985.00
	$1,400,985.00

RECEIVED
AUG 31 1965

Form [illegible]
(11-63)
(Prev. by
A.F. [illegible]) F

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 25, 1965

In reply refer to: 08-35.4-DB

I - 3(51)125

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6275

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(51)125
Winchester-South Umpqua River Section
Pacific Power & Light Co. Utility Adjustment

As requested by Mr. Litchfield's August 17 letter, the use of the contract method is satisfactory since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces.

It is understood that the work is completed, however, in the future the Appendix A clauses of your May 7, 1965 Civil Rights Assurances must be made part of the contract between the utility and the contractor.

REFERRED TO
Litchfield - Young
BY ASST. STATE HWY. ENGR.
3- -65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION:

WEEK ENDING: Aug. 20, 1965

SECTION PREFIX: 610-1087

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Winchester-S. Umpqua River

KIND OF WORK: Grading, Paving & Signing

CONTRACTOR: Beckley & Thomas & Morse Bros.

CONTRACT NUMBER: 6275

FEDERAL AID PROJECT NUMBER: I-5-3(51)125

DATE OF CONTRACT: June 10, 1963

DATE WORK STARTED: July 26, 1963

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS 170

WORK DAYS USED 178

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 105

PROJECT AUTHORIZATION: $ 1,274,374.54

EXCLUSIVE OF ENGINEERING: $ 1,159,833.08

ENGINEERING AUTHORIZATION $ 114,541.46

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,163,202.02

ENGINEERING COST TO DATE $ 145,183.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT ~~XXXXXX~~ OVERRUN 0.2 %

PERCENT OF AUTHORIZATION 127 %

DATE PROJECT WAS COMPLETED: May 25, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		Signing
100	100	100	100	100			100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.31	4.31		4.31	4.31
MILES PARTIALLY COMPLETED	XXXX	XXXX		XXXX	XXXX
MILES COMPLETED	4.31	4.31		4.31	4.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	287,600cy	150,000 t		530 cy	39,200 t
TOTAL QUANTITIES CORRECTED TO DATE	333,895 cy	161,008 t		550 cy	38,280 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	333,895 cy	161,000 t		550 cy	38,281 t
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete		Complete	Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair	No		Project Complete
TUESDAY	Fair	No		
WEDNESDAY	Cloudy	No		
THURSDAY	Showers	No		
FRIDAY	Cloudy	No		
SATURDAY				

RECEIVED
AUG 23 1965
CONSTRUCTION
DIVISION

Routing
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Semi-final Estimate Submitted Today.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final Report-Project Complete.

SIGNED ______ LOCATION Box 1128, Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-3(51)125

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

6275

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 20, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Winchester-South Umpqua River Section
Oregon Project I-5-3(51)125

In reference to your letter of July 13, 1965 concerning the compaction results of the asphaltic concrete pavement, we concur in your recommendation that, due to the small number of tests being out of specifications and also the location where the tests were made, the asphaltic concrete pavement compaction results are in substantial compliance with the specifications.

REFERRED TO
Hugh Young
Br. Asst. State Hwy. Engr.
7-23-65

NOTED
F. B. KLABOE

STATE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FO E-123X 50M 2-65
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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JUL 1 1965
FOR FILING

I-5-3(51)125

6775

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Winchester-So. Umpqua River Section
Pacific Highway
Contract No. 6275
Compaction Results - Asphaltic Concrete Pavement

Dear Sir:

Listed below is a summary of the compaction test results of the asphaltic concrete pavement on the above-named project:

Total No. Tests Taken	Recore Tests	Total No. Final Tests	Tests Pass.-92%+	Tests Failing -92%-
111	0	111	109 - 98.2%	2 - 1.8%

Summary Failing Tests

Station	Lane	Top Course A.C.
2326+50	N.B. Shoulder	89.2
2367+00	S.B. Median	89.5

You will note the two failing tests occurred in the shoulder and median areas. Tests are taken in these areas only at the request of the Resident Engineer for informational purposes. The contractor will not be assessed any penalty.

Your concurrence in accepting the compaction results of the asphaltic concrete pavement as being in substantial compliance with the specifications is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By M D Glenn

M. D. Glenn
Field Testing Engineer

NOTED
F. B. KLABOE

MDG:bjm

cc: F. B. Klaboe
L. H. Young

RECEIVED
JUL 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1965
FOR FILING
I-5-3(51)125
6275

June 15, 1965

Hutchinson, Schwab & Burdick
Attorneys at Law
712 Executive Building
Portland 4, Oregon

Attention: Mr. Dwight L. Schwab

Gentlemen:

At the request of Mr. Frank McKinney we are enclosing the following subcontract agreements in connection with Morse Bros., Inc. and Beckley & Thomas Rock Products, Inc., Contract No. 6275, in Douglas County:

Aichele Landscaping Company
Western Guardrail
Madson and Stokes Electrical Contractors
Sharp and Kerney Company
Stach Construction
Willamette Steel Company
    (sub to Stach Construction Company)
Traffic Safety Supply Company
Stillwell Construction Company
    (sub to Traffic Safety Supply Company)
Tom Lillebo Construction Company
    (sub to Traffic Safety Supply Company)

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head
Assistant Secretary

CWH:jf
Attachments (9)

cc: Mr. Frank McKinney

RECEIVED
JUN 18 1965

FOR FILING

I-5-3 (51) 125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1965

To: Mr. G. E. Rohde
Chief Counsel

SUBJECT: Accident - North of Roseburg
Drivers: Lowe and Wong
Contract No. 6275
Subcontractor: O'Neill

Office

On June 8 the undersigned received a telephone call from Dwight L. Schwab, attorney representing individuals named Lowe, who became involved in an accident north of Roseburg, approximately 7 to 8 months ago. Apparently the accident occurred on a strip of highway being reconstructed under the above contract, and involved a change of laning from 4 to 2 lanes. The other car involved was driven by an individual named Wong who drove the wrong way on a two-lane highway, possibly thinking it was still a four-lane highway. In any event, several people were killed and the survivors suffer from amnesia caused by the accident and are unable to give much in the way of detailed facts to their counsel. Mr. Schwab thought possibly the Highway Department might be involved, inasmuch as immediately after the accident, at approximately 9:00 P.M., someone from the Department put up additional signs warning drivers of the change from 4 to 2 lanes.

After reviewing Mr. Schwab's request, I notified him on June 10 that we would not release at this time any information we might have with respect to investigating this accident. My reasons were: (1) we must protect our highway personnel from lawsuits; (2) we owe a certain amount of duty to our contractors who might possibly be involved; and (3) we will do everything the law requires, but this does not necessarily include opening any and all files for him, or any other attorney, to peruse for the possibility of finding either ourselves or our contractor liable in a lawsuit.

The undersigned did instruct Mr. Query to furnish a copy of the contract, along with the subcontract, on this job to Mr. Schwab, as they are public records.

Cl., pass on to Phyllis

B.

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

It is recommended that whoever has our files concerning this accident be advised that they are not to release any information to Mr. Schwab, or his investigators, without prior approval of the Chief Counsel.

Frank
FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: F. D. Morgan
Al H. Johansen
V. D. Wolfe
Floyd Query

A

FORM E-1 REV. 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION:
WEEK ENDING: June 11, 1965
SECTION PREFIX: 610-1087
HIGHWAY: Pacific
COUNTY: Douglas
NAME OF JOB: Winchester-S. Umpqua Riv.
KIND OF WORK: Grading, Paving & Signing
CONTRACTOR: Morse Bros. & Beckley & Thomas
CONTRACT NUMBER: 6275
FEDERAL AID PROJECT NUMBER: I-5-3(51)125
DATE OF CONTRACT: June 10, 1963
DATE WORK STARTED: July 26, 1963
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN ______ SUPERVISION ______
SPECIFIED WORK DAYS: 170
WORK DAYS USED: 178
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 104.7
PROJECT AUTHORIZATION: $1,274,374.54
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,159,833.06
ENGINEERING AUTHORIZATION: $114,541.46
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $1,148,321.00
ENGINEERING COST TO DATE: $142,880.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 0.99 %
PERCENT OF AUTHORIZATION: 124.7 %
DATE PROJECT WAS COMPLETED: May 25, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		Signing
100	100	100	100	100			100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.31	4.31		4.31	4.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.31	4.31		4.31	4.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	207,600 cy	150,000 t		530 t	39,200 t
TOTAL QUANTITIES CORRECTED TO DATE	308,000 cy	160,950 t		550 t	38,300 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	308,000 cy	160,950 t		550 t	38,300 t
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete		Complete	Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT			Structures Completed					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair	No		
TUESDAY	Fair	No		
WEDNESDAY	Cloudy	No		1965
THURSDAY	Pt. Cloudy	No		
FRIDAY	Cloudy	No		BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Semifinal 60% complete.

SIGNED ______ LOCATION Box 1128, Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION:
WEEK ENDING: June 4,1965
SECTION PREFIX: 610-1087
HIGHWAY: Pacific
COUNTY: Douglas
NAME OF JOB: Winchester - So.Umpqua River
KIND OF WORK: Grading,Paving & Signing
CONTRACTOR: Morse Bros. & Beckley & Thomas
CONTRACT NUMBER: 6225
FEDERAL AID PROJECT NUMBER: I-5-3(51)125
DATE OF CONTRACT: June 10,1963
DATE WORK STARTED: July 26,1963
ESTIMATED COMPLETION DATE: June 15,1965
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: 170
WORK DAYS USED: 178
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 104.7
PROJECT AUTHORIZATION: $1,274,374.54
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.5
EXCLUSIVE OF ENGINEERING: $1,159,833.06
ENGINEERING AUTHORIZATION: $114,541.46
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,142,607.65
ENGINEERING COST TO DATE: $142,641.65
DATE PROJECT WAS COMPLETED: May 25, 1965
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 1.5%
PERCENT OF AUTHORIZATION: 124.5%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		Signing
100	100	100	100	100			100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.31	4.31		4.31	4.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.31	4.31		4.31	4.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	207,600 CY	150,000T		530 CY	39,200 T
TOTAL QUANTITIES CORRECTED TO DATE	308,000 CY	160,950 T		550 CY	38,280 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	308,000 CY	160,950 T		550 CY	38,280 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete		Complete	Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair	No		Complete except for minor extra work
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity this week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED W. E. [illegible] LOCATION Roseburg

RIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 10 1965
FOR FILING

6275

April 20, 1965

3f
4-20-65

Morse Bros. Inc.
and Beckley & Thomas Rock Products, Inc.
1494 N. E. Stephens Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 20, 1965, considered your request for 10 additional workdays to complete Contract No. 6275 for grading, signing, and paving the Winchester-S. Umpqua River Section of the Pacific Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for the 10 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
L. R. Chandler
K. D. Limbocker
Frank Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6275 Contractor Morse Bros., Inc. & Beckley & Thomas Rock Products, Inc.

Highway Pacific

Section Winchester - S. Umpqua River

Kind of Work Grading, Paving, Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~XXXXXXXX~~ The reasons for such recommendation are as follows:

No appreciable delay occurred as a result of Extra Work Orders and Price Agreements since most of this work was done during periods when workdays were not charged and remainder did not appreciably affect the contract work. Other work was available amounting to at least 60 per cent of that normally possible during periods when wet subgrade was claimed as a reason for delay. Alteration of grade stakes was minor and did not materially delay work.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

FBKlaboe
~~Assistant~~ State Highway Engineer

Contract No.	6275
Project designation	I-5-3(51)125 State-Federal
Date awarded	6-10-63
Work started	7-24-63
Per cent completed	98.2% - 4/1/65 ~~[illegible]~~ Date
No. of Workdays Allowed	170
No. of Workdays Used	~~167~~ 172
No. of Added Workdays Requested	~~20~~ 0

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov. 18, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 170 days to 180 days, within which to complete our Contract No. 6275, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,

Morse Bros., Inc. and
Beckley & Thomas Rock Products, Inc.
Contractor

By L. O. Thomas
L. O. Thomas

CONSENT OF SURETY

Date Nov. 18, 1964

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Ken Bailey Insurance Agency
Resident A

By

(SEAL)

Form CD-121
(11-63)
(Pres. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Request for Time Extension
Winchester-South Umpqua River Section
Oregon Project I-5-3(51)125

Klaboe ✓

In regard to your letter of April 9, 1965 concerning a request for an extension of time on the above mentioned project, we concur with your recommendation of denial in accordance with detailed information furnished in your letter.

[illegible]

copies sent
to Young & Alligan
4-15-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 90M 7-64 SP*6228-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1965

SUBJECT: Extension of Time
Winchester-South Umpqua River Section
Pacific Highway
Contract No. 6275

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a request from Morse Bros., Inc. and Beckley and Thomas Rock Products, Inc., contractor on the subject project, for an increase in the number of workdays to complete the project. The request is for an increase of 10 days, from 170 to 180 days.

The contractor's reasons for requesting this increase are listed below, followed by our findings:

> "We request that we be given additional time for the performance of our contract because of the additional work ordered by the State in the form of Extra Work Orders and Price Agreements.
>
> We also feel that additional time should be granted as stated in our letters of June 10, 1964 and July 3, 1964, protesting workdays charged and because of additional time needed to complete work due to alteration of grade stakes."

The work performed on Extra Work Orders and Price Agreements occurred primarily during periods of time when no workday charges were made. The remainder of the force account work did not materially affect the contract work. The additional time requested in the contractor's letters of June 10 and July 3 was based on delay caused by wet subgrade. These requests were answered by the Resident Engineer and his records show that at least 60 per cent of the work normally possible was available to the contractor. The "alteration of grade stakes" was very limited and caused no appreciable delay. One "alteration" was the re-setting of grade stakes on the "CL" line in the Garden Valley interchange. These were checked following a delay in the contractor's work and were found to be 0.1 foot low. Another "alteration" concerned a revision of a superelevation runoff requiring a very minor amount of work to accomplish.

Two reasons which were instrumental in causing the overrun in time on this contract were a lack of coordination between the contractor and his subcontractors and other commitments. There were approximately 14 workdays charged when paving work could have been performed if the contractor had not been doing other non-contract work or delayed due to his subcontractor placing median barrier posts.

We can find no justifiable reason for granting this requested extension, and therefore recommend that the request be denied.

As of the 1st of April, 172 workdays had been charged. The specified number is 170. This two-day overrun amounts to $500.00 in liquidated damages. The estimated time required to complete the project is 10 workdays.

This is a Federal-aid Interstate project. This matter has been discussed with the Bureau of Public Roads Area Engineer who concurs in our recommendation.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young
L. R. Chandler

RECEIVED
APR [illegible] 1965
OFFICE OF
STATE [illegible]

ROCK
BECKLEY & THOMAS
PRODUCTS

1494 N. E. Stephens
ROSEBURG, OREGON

November 18, 1964

K. D. Limbocker
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon

Re: Contract No. 6275, Winchester -
S. Umpqua River Section of
Pacific Hwy.

Dear Mr. Limbocker:

We request that we be given additional time for the performance of our contract because of the additional work ordered by the State in the form of Extra Work Orders and Price Agreements.

We also feel that additional time should be granted as stated in our letters of June 10, 1964, and July 3, 1964, protesting work days charged and because of additional time needed to complete work due to alteration of grade stakes.

We have received verbal consent from our Surety, and the necessary forms will follow.

Very truly yours,

Morse Bros., Inc., and Beckley &
Thomas Rock Products, Inc.

L. O. Thomas

L. O. Thomas

LOT:db

✓ 1-7-1-D.

O GON STATE HIGHWAY DEPARTM T

Report on Contractor's Protest of Workday Charges Made Against Time Limit of Contract

Section Winchester-~~So. Umpqua River~~ Contract No. 6275

Kind of Work Grading, Paving & Signing Date of Report 7/7/64

Highway Pacific Contractor Morse Bros., Inc & Beckley & Thomas Rock Products, Inc.

Date of protest 7/3/64

Date of submission of protest (as indicated by date received): 7/7/64

Date protest received:

At Salem Office

At Division Office July 8, 1964

At Resident Office 7/7/64

Weekly periods occurred within 10 days prior to submission of protest:

6/22/64 to 6/26/64

and to

ACTIONS ON REDUCTIONS CLAIMED IN PROTEST

Workday Reductions Claimed in Protest		Claimed Reductions Ineligible for Consideration		Claimed Reductions Eligible for Consideration (Days)	Reductions allowed by engineer. Will be credited in statement dated June 26, 1964 (Days)	Space below reserved for use of Salem Office
Period or Date	Reduction (Days)	Previously Allowed (Days)	10-day Limit Exceeded (Days)			
6-25-64	1		1		0	
6-26-64	1		1		0	

Remarks: (Use back of this form or additional sheet if more space is needed.)

80% of the subgrade was suitable for finishing. Base rock placement started June 29, 1964, indicating that sufficient grade was workable. To justify this charge.

Submitted by:

Resident Engineer

Approved:

Division Engineer

Approved:

Construction Engineer—Bridge Engineer

Instructions: On receipt of contractor's protest, whether from the contractor, the Division Office or the Salem Office, the resident engineer shall prepare report in five copies, attaching the contractor's protest to the original copy. The original and three copies shall be sent to the division engineer, who, after indicating his approval, will forward the original and two copies to the construction engineer. The construction engineer, after indicating his approval, shall retain the original copy and shall forward the remaining copy to the contractor.

ROCK
BECKLEY & THOMAS
PRODUCTS

1494 N. E. Stephens
ROSEBURG, OREGON

July 3, 1964

K. D. Limbocker
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon

Re: Contract 6275, Winchester - S.
Umpqua River Section of Pacific Hwy.

Dear Mr. Limbocker:

We protest the two days charged as workdays for the week ending June 26, 1964 because we feel that the subgrade was too wet to get the necessary percentage of production for charging workdays.

We request that the two days charged as workdays be cancelled.

Very truly yours,

Morse Bros., Inc., and Beckley &
Thomas Rock Products, Inc.

L. O. Thomas jc
L. O. Thomas

LOT/wc

Received 7/7/64
K.D.L.

ROCK
BECKLEY & THOMAS
PRODUCTS

1494 N. E. Stephens
ROSEBURG, OREGON

June 10, 1964

K. D. Limbocker
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon

Re: Contract 6275, Winchester - S.
Umpqua River Section of Pacific Hwy.

Dear Mr. Limbocker:

We protest the three days charged as workdays for the week ending June 6, 1964 and the one day charged for the week ending May 16, 1964, because we feel the subgrade was too wet to get the necessary percentage of production for charging workdays.

The grading equipment was unable to work on more than 15% to 20% of the project and the processing and hauling equipment was unable to work at all. In addition to this, there are portions of the guardrail and concrete work which can not be completed because of the wet conditions.

We request that the four days charged as workdays be cancelled.

Very truly yours,

Beckley & Thomas Rock Products, Inc.
and Morse Bros., Inc.

L. O. Thomas

L. O. Thomas

LOT/wc

NOTED
K. D. LIMBOCKER

✓ 1-7-1-8

Form No. E-379—10M—6-56

EGON STATE HIGHWAY DEPART NT

Report on Contractor's Protest of Workday Charges Made Against Time Limit of Contract

Section: Winchester-So. Unpqua River — Contract No. 6275

Kind of Work: Grading, Baving & Signing — Date of Report: 6-12-64

Highway: Pacific — Contractor: Morse Bros., Inc. & Beckley & Thomas Rock Products, Inc.

Date of protest: 6-10-64

Date of submission of protest (as indicated by date received): 6-11-64

Date protest received:

At Salem Office:

At Division Office: 6/12/64

At Resident Office: 6-11-64

Weekly periods occurred within 10 days prior to submission of protest:

5-11-64 to 5-15-64

and 6-1-64 to 6-5-64

ACTIONS ON REDUCTIONS CLAIMED IN PROTEST

Workday Reductions Claimed in Protest		Claimed Reductions Ineligible for Consideration		Claimed Reductions Eligible for Consideration (Days)	Reductions allowed by engineer. Will be credited in statement dated (Days)	Space below reserved for use of Salem Office
Period or Date	Reduction (Days)	Previously Allowed (Days)	10-day Limit Exceeded (Days)			
5-11-64	1		1			
6-1-64	1			1	0	
6-2-64	1			1	0	
6-3-64	1			1	0	

Remarks: (Use back of this form or additional sheet if more space is needed.)

Sufficient areas of work existed to justify charge. Rock slide protection work, Interchange legs and intermittant sections of the grade were workable until the rains starting Thursday June 4, 1964. I do not feel the charges were unjust.

Submitted by: — Resident Engineer

Approved: — Division Engineer

Approved: — Construction Engineer—Bridge Engineer

Instructions: On receipt of contractor's protest, whether from the contractor, the Division Office or the Salem Office, the resident engineer shall prepare report in five copies, attaching the contractor's protest to the original copy. The original and three copies shall be sent to the division engineer, who, after indicating his approval, will forward the original and two copies to the construction engineer. The construction engineer, after indicating his approval, shall retain the original copy and shall forward the remaining copy to the contractor.

RECEIVED
APR 19 1965

FOR FILING

April 16, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 2
April 20, 1965 Meeting

Gentlemen:

Morse Bros., Inc. and Beckley and Thomas Rock Products, Inc., contractors on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County (Interstate Route 5), Contract No. 6275, have requested a ten-day increase in workdays without the assessment of liquidated damages. It is specified that the project be completed in 170 workdays and it is anticipated that 180 workdays will be required.

The contractors' reasons for the request are that additional time was required to perform Extra Work items and that delays were caused by wet subgrade.

The Extra Work was accomplished primarily during the periods when no workdays were charged against the operation and job records indicate that delays caused by wet subgrades were not substantial; also, other work amounting to more than 60 percent of the total work was possible. It is this Department's opinion that the work could have been completed within the specified workday limits. An overrun of ten workdays would result in $2,800 in liquidated damages being assessed against the contractors.

In line with the above, we must recommend that this request be denied. The matter has been discussed with the Bureau of Public Roads and we have the Bureau's concurrence in the denial.

The matter will be on the agenda for your consideration at the April 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler

DES:fp/RLP:ms bg

RECEIVED
APR 12 1965
FOR FILING

April 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Request for Time Extension,
Winchester-South Umpqua River
Section, Pacific Highway
Oregon Project I-5-3(51)125

Dear Sir:

We have received a request from Morse Bros., Inc. and Beckley and Thomas Rock Products, Inc., contractor on the subject project, for an increase of 10 workdays in which to complete the project.

The contractor's request is based on additional time required to perform work on Extra Work Orders and Price Agreements, delays caused by wet subgrade and alteration of grade stakes.

The Resident Engineer's records show that the majority of the force account work was performed during a period of no workday charges and the remainder did not appreciably affect the contract work. The Engineer's records show that during the periods when the contractor claims he was delayed by wet subgrade, there was other work available to him which constituted at least 60 percent of that normally possible. The alteration of grade stakes was quite minor and caused little, if any, delay. One "alteration" was the re-setting of grade stakes on the "CL" line in the Garden Valley Interchange. These were checked following a delay in the contractor's work and were found to be 0.1 foot low. Another "alteration" concerned a revision of the superelevation runoff requiring a very minor amount of work to accomplish.

This project has not been completed on time due primarily to the contractor's failure to vigorously prosecute the work.

We therefore recommend that this extension be denied and request your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. R. Chandler

DES:fp

RECEIVED
OCT 20 1964
FOR FILING

Salem, Oregon
October 20, 1964

Increase in Project
Authorization

Mr. K. D. Limbocker
Resident Highway Engineer
P. O. Box 1128
Roseburg, Oregon 97470

This is to advise you that at its meeting of Oct. 9, 1964, the Highway Commission approved an increase of $85,510.21 in project authorization on Contract No. 6275, Winchester-S. Umpqua River Section of the Pacific Highway in Douglas County.

The new authorization for construction is $1,274,374.51. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

DBP:bb

cc: Mr. L. R. Chandler

RECEIVED
OCT 14 1964
FOR FILING

FORM E-30X—50M—12-63 54677

6375

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1964

SUBJECT:

To:

Mr. L. R. Chandler
Division Engineer
Roseburg, Oregon

A review of last weeks construction weekly reports from your division indicate that engineering charges on the following contracts are overrunning a considerable amount:

Project	% Complete	Allowed	Engineering Used	% Over
Winchester-S. Umpqua River	83	84,542	122,360	44.7
Fairgrounds Road-Shady	59	66,590	73,300	10.1
Days Creek Bridge	98	6,628	11,105	67.5
"Q" St.-McKenzie Hwy.	88	28,930	49,500	71.1

Please take immediate steps to see that future charges are held to an absolute minimum, and provide this office with an explanation of the reasons for the excessive overruns.

F. D. Morgan
Construction Engineer

BAP:dc
cc: Lloyd P. Shaw

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SEP 22 1964

FOR FILING

September 21, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 6275, the Winchester-South Umpqua River grading, paving and signing project on the Pacific Highway in Douglas County, is anticipated. Morse Bros., Inc. and Beckley and Thomas of Roseburg are the contractors.

The original project authorization was $1,188,864.30. The present anticipated cost is $1,274,374.51, indicating an overrun of $85,510.21 or 7.19 per cent.

The major reasons for the overrun are unanticipated slide removal work and an overrun in the subsurface drainage items, rock slope protection, and coarse crushed base material.

This request for an additional authorization will be presented to you at the October 9 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Mr. Floyd Query
Mr. R. L. Porter
Mr. Lloyd Shaw
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison

DES:fp srb

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 14, 1964

SUBJECT: Overrun of Project Authorization
Winchester-S. Umpqua River Section
Pacific Highway
Contract No. 6275

To:
Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a "Report of Expected Overrun of Project Authorization" on the subject contract. This project for grading, paving and signing is under contract to Morse Bros., Inc. and Beckley & Thomas of Roseburg.

The original project authorization was $1,188,864.30. The present anticipated cost is $1,274,374.51, indicating an overrun of $85,510.21 or 7.19 per cent.

The major reasons for the overrun are unanticipated slide removal work and an overrun in subsurface drainage, rock slope protection and coarse crushed base material. Approved extra work orders total $38,867.71. Anticipated overrun of slide removal work totals $1,129.40. Additional quantities involved in 6-inch perforated drain pipe total 1,140 feet or $2,565.00, 8-inch perforated drain pipe totals 4,450 feet or $11,347.50, special backfill in drains totals 870 cubic yards or $5,220.00, loose riprap and rock slope protection totals 8,300 cubic yards or $26,975.00, and coarse crushed base material totals 7,700 tons or $13,167.00.

It is recommended that the project authorization be increased by $85,510.21 from $1,188,864.30 to $1,274,374.51.

A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young

RECEIVED
SEP 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]

RECEIVED
SEP 24 1964

FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of
project [illegible] additional
funds [illegible]
Date SEP 4 1964 W. E. Martin
Title Dist Engr
U.S. Bureau of Public Roads

Project Name Winchester-So. Umpqua River
Highway Pacific
County Douglas
Contractor Morse Bros., Inc. & Beckley & Thomas Rock Products, Inc.
Address 1494 N.E. Stephens St.

Date 9-8 1964
Contract No. 6275
Prefix 610-1087
F. A. Project No. I-5-3(51)125
Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To jack up the southerly end of the Winchester Bridge, Str. No. 7663 A. Work necessitat3d by settlement of 0.17 feet, which occurred since the completion of this structure.

Equipment rental rates shall be in accordance with the State/AGC agreement and percentages allowable to the contractor in accordance with the Special Provisions of this contract.

Location by station numbers:

2309 + 00 ±

Estimate of quantities and cost:

Equipment Rental	$ 400.00
Labor	400.00
Material	200.00
	$1000.00

Net effect: Increase the project $1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work involved is not contained within this contract. A cost basis is the only equitable method of payment. This work has been approved verbally.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,188,864.30	
Present estimate of project cost, including $1,000.00 for work under this order	$1,250,166.98	
Expected ~~under-run~~ over-run amount	$ 61,302.68	
Expected ~~under-run~~ over-run per cent	5.16%	

Submitted by: /s/ K. D. Limbocker
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Ast. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer

State Printing

Copy to Young 9-24-64

RECEIVED
OCT 21 1964
FOR FILING

Form No. [illegible]

OREGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Winchester-So. Umpqua River

Date 9-1, 19 64

Highway Pacific

Contract No. 6275

County Douglas

Kind of Work Grading, Paving & Signing

Contractor Morse Bros., Inc. & Beckley & Toomas

Contract Amount $1,036,898.27

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount	
6" Perf. Metal Drain Pipe	1,140	$ 2.25	$ 2,565.00	
8" Perf. Metal Drain Pipe	4,450	2.55	11,347.50	
Special Backfill in Drains	870	6.00	5,220.00	
Loose Riprap and Rock Slope Protection	8,300	3.25	26,975.00	
Coarse Crushed Material in Base	7,700	1.71	13,167.00	
Minor items, unitemized algebraic total			1,378.00	
Subtotal				$ 60,652.50
Approved work orders (Price, extra work and state force orders)				$ 38,867.71

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount	
EWO #3 Slide Removal	1,129.40	
Minor items, unitemized algebraic total	391.72	
Subtotal		$ 1,521.12
Authorization for engineering		$ 84,541.46
Expected over-run or under-run of engineering authorization		$ 30,000.00
Costs not included above (explain)		$
Allowance for future contingencies (4 % of work remaining)		$ 21,137.76
Credits to come from transfers and deductions		$ 1,244.31
Present estimate of project cost		$1,274,374.51

Brief Statement of principal causes of over-run: Under estimate of Drainage and Sewer work, Together with added Slide Correction produced this overrun.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,188,864.30
Present estimate of project cost	$ 1,274,374.51
Expected over-run (Amount)	$ 85,510.21
Expected over-run (per cent)	7.19

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Confirmed by: Division Engineer

Noted by: G. F. Decker Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 58719

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SEP 2 1 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Winchester-S. Umpqua River
Date: August 31, 1964
Highway: Pacific
Contract No. 6275
County: Douglas
Prefix: 610-1087
Contractor: Morse Bros., Inc. & Buckley & Thomas Rock Products, Inc.
F. A. Project No. I-5-3(51)125
Address: 1194 N.E. Stephens St., Roseburg, Oregon
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To remove alligatored sections and other areas of failure in the existing pavement on this project prior to the overlay. The replacement patches are to be made under the contract provisions for "Patching" contained within the asphaltic concrete section of the Special Provisions for this contract.

Location by station numbers:

Through the project.

Estimate of quantities and cost:

Equipment Rental	$ 800.00
Labor	400.00
Total	$1,200.00

Net effect on project is an increase of $1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Due to the relative small quantity involved and the distance between these areas Force Account is the only equitable method of payment. Disposal of the excavated material will be made within the confines of the project as directed by the Engineer. All Equipment Rental rates will be as per the AGC/State agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,188,864.30
Present estimate of project cost, including $1,200.00 for work under this order	$1,245,591.08
Expected ~~under-run~~ over-run amount	$56,726.78
Expected ~~under-run~~ over-run per cent	4.77

Submitted: /s/ K. D. Limbocker
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved: /s/ L. H. Young
~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

Copy to Young 9-21-64.

RECEIVED
JUL 21 1964
FOR FILING

Salem, Oregon
July 20, 1964

MEMORANDUM TO THE FILE

Winchester-S. Umpqua Section
Contract No. 6275
I-5-3(51)125

It was brought to the attention of this office this date, that on the subject-named contract, the wage scale stated therein did not conform to the wage scale as per the Decision of the Secretary of Labor. It was found that this job, which was let in June of 1963, had erroneous wage scales contained therein and that other jobs of this same letting were similarly in error. The other jobs are being conducted by union contractors and the wage scale for the truck drivers was higher than the Secretary of Labor's Decision so no problem has arisen from this circumstance. This particular contract is being conducted by a non-union contractor and he is paying the scale shown in the contract.

Our resident engineer has apparently uncovered this error and brought it to the attention of this office. I called Mr. Ted Dec of the Bureau of Public Roads and outlined the situation to him and suggested that the correction we should make would be to order the contractor to pay the rates contained in the Secretary's Decision. The contractor, as a result of this action would, of course, have a valid claim against us in the amount of the difference in wage rates paid. Mr. Dec seemed to think this was a reasonable solution and advised us to let him determine if similar situations had arisen in the past and how they were handled. He said that he would call back later in the day and give us the results of his study.

Mr. Dec subsequently called back and advised that they agreed with our analysis of the corrective measures to be taken but suggested we make out a price agreement with the contractor for the increase in wages. Therefore, the Construction Department should initiate such a price agreement on this project as soon as possible. The Bureau has indicated they would approve the same.

L. H. Young
Office Engineer

LHY:mb
cc: F. J. Morgan, BPR

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JUL 2 0 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Winchester-So. Umpqua River	Date	April 23, 1964
Highway	Pacific	Contract No.	6275
County	Douglas	Prefix	610-1-37
Contractor	Morse Bros. Inc. & Beckley & Thomas Rock Products, Inc.	F. A. Project No.	I-5-3(51)125
Address	1494 N. E. Stephens, Roseburg, Oregon	Order No.	3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To perform the necessary work required to correct the damage done by storms of the past winter including (1) necessary clearing and pioneering to prepare slide areas for excavation. (2) correct, strengthen and clean drainage structures and systems proved deficient or damages. (3) correct other minor damage caused by storms or high water. Payment for additional excavation required for slide correction is to be at unit bid prices as per the contract. Equipment rental ratez shall be in accordance with the State-AGC agreement and percentages allowable to the contractor in accordance with the special provisions of this contract.

Location by station numbers:

Throughout the project, but especially at Sta. Ls 2316 - 2340, Ls 2375 - 2392,
Ls 2425 - 2440.

Estimate of quantities and cost:

Labor	$ 2,500.00
Equipment	2,000.00
Materials	500.00
	$ 5,000.00

[illegible] the work [illegible] is [illegible] done by the [illegible] this [illegible] tor's [illegible] his own expense.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

All work herein covered is rework of damaged section. The cost of said work is not readily available and therefore force account is the most equitable method of payment. All work is to be performed in accordance to specifications.

No work has been performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,188,864.30
Present estimate of project cost, including $ 5,000.00 for work under this order	$1,196,365.70
Expected ~~under-run~~ over-run amount	$ 7,501.40
Expected ~~under-run~~ over-run per cent	0.6%

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction [illegible]

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
Deputy [illegible]
Assistant State [illegible]
Office Engineer

State Printing

original To Young
7-14-64

RECEIVED
MAY 21 1964

FOR FILING

STATE COPY

APPROVED
Contingent upon modification of project [illegible] funds [illegible]
Date APR 23 1964 M.B. Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Form

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Winchester-So. Umpqua River	Date	April 23, 1964
Highway	Pacific	Contract No.	6275
County	Douglas	Prefix	610-1087
Contractor	Morse Bros. Inc., & Beckley & Thomas Rock Products, Inc.	F. A. Project No.	I-5-3(51)125
Address	1494 N.E. Stephens, Roseburg, Oregon	Order No.	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage and reinstall 18" sewer line "L" 2505 to "L" 2509. Existing sewer does not have sufficient cover at proposed "D" Line. Said section must be salvaged and lowered to give cover.

Equipment rental rates shall be in accordance with the State-AGC agreement and percentages allowable to the contractor in accordance with the Special Provisions of this contract.

Location by station numbers:

"L" 2505 ' "L" 2509

Estimate of quantities and cost:

Labor	$1,000.00
Equipment	600.00
Materials	425.00
	$2,025.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor would not quote price due to the existence of underground telephone cable and possible other underground installations.
The work to be performed here to be done in accordance with the General Specifications and the Special Provisions for this contract, applicable to sewer pipe. Telephone approval received April 23, 1964.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,188,864.30
Present estimate of project cost, including $2,025.00 for work under this order	$1,199,049.86
Expected ~~under-run~~ over-run amount	$10,385.56
Expected ~~under-run~~ over-run per cent	0.9

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~, ~~Assistant State Highway Engineer or~~ Office Engineer.

State Printing

original To Young 5-21-64

NOTED
LLOYD P. SHAW

RECEIVED
APR 17 1964
FOR FILING

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: April 14, 1964

ATTENTION: Mr. Tom Edwards, Assistant State Highway Engr.

By: ME Martin
M. E. Martin
District Engineer

FROM : A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

SUBJECT: Winchester-South Umpqua River Section
Oregon Project I-5-3(51)125

We hereby concur in your request for the installation of an additional sign for the southbound traffic north of the Garden Valley Road Interchange bearing the message "Roseburg Next Two Exits".

Approval and participation in a price agreement or Extra Work Order is subject to this installation meeting all the requirements of the existing Interstate Manual on Sign Control.

copies 4-16-64 { [illegible]

NOTED
TOM EDWARDS

RECEIVED
APR 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1964
FOR FILING

April 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Reference is made to Project I5-3(51)125 (grading, paving and signing on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County).

It appears to be desirable to install an additional sign for southbound traffic at the Garden Valley Road Interchange. This sign would be north of the existing advance exit guide sign and would bear the message "ROSEBURG NEXT TWO EXITS". The cost of the sign is estimated to be $525.

Your approval of the plans change and participation in the cost of the installation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler

VPJ:sm jw

F B Crandall

FORM E-30X 50M 3-63 49608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 25, 1964

SUBJECT: Interstate Signing
Pacific Highway - Roseburg & Vicinity

To: [illegible] B. Chandler
Division Engineer
Office

Some time ago you verbally requested that I study the proposed interstate signing plans at the subject location to determine the feasibility of installing "ROSEBURG NEXT TWO EXITS" signs north and south of Roseburg. This request was motivated by a column in the Roseburg News Review.

Northbound traffic will be guided to Roseburg over the Oakland-Shady Highway leaving the freeway at North Shady Interchange. The first advance sign will be on a sign bridge at the northbound off ramp at Shady Interchange. This sign will be "ROSEBURG NEXT 3/4 MILES". Between Shady and North Shady there will be one auxiliary sign "STATE POLICE, PUC NEXT RIGHT" and at the northbound off ramp at North Shady Interchange there will be a standard breakpoint sign "ROSEBURG" with a 45° arrow right. Northbound traffic passing beyond North Shady Interchange will encounter McClain Interchange and Fairgrounds Interchange prior to arriving at the next Roseburg off ramp. Thus it would be inappropriate to sign Roseburg next two exits south of Shady Inter.

Fairgrounds Interchange and Harvard Blvd. Interchange are approximately one mile apart. It would be physically possible to install (facing northbound traffic) a sign "ROSEBURG NEXT TWO EXITS" just north of Fairgrounds Interchange, but results in cutting down the advanced notice to Harvard Blvd. to 1/2 mile as the auxiliary sign indicating the next two exits must be in advance of the first advance sign. In addition to this undesirable feature we would be somewhat misleading motorists into believing that it was equally desirable to reach Roseburg from either Harvard Blvd. or Garden Valley Interchange. I don't believe this to be true due to the distances involved. You may recall that I suggested the use of "NORTH ROSEBURG" for the Garden Valley Interchange northbound signs. This was not incorporated in the final plans.

Therefore, to summarize the northbound situation, it would not be correct to put a "ROSEBURG NEXT TWO EXITS" sign in advance of North Shady Interchange. It would be physically possible to do so in advance of the Harvard Blvd. Interchange although it would be somewhat misleading and result in somewhat less advance notice for Harvard Blvd. Interchange.

RECEIVED
MAR 31 1964
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGR.

There is no interchange spacing difficulties or distance destination problem in putting such a sign facing southbound traffic in advance of [illegible] Valley interchange. It would be advantageous to do so as long as the Harvard Blvd. interchange remains below Interstate standards.

Mr. Val Johnson called March 26, 1964, and had heard of a request for such signs as described above. He concurs with my comments.

ORIGINAL SIGNED BY GLEN L. CLARK
DIVISION TRAFFIC ENGINEER
Glen L. Clark
Division Traffic Engineer

GLC:lf

cc: F. L. [illegible]
John L. [illegible]

Recommendation approved 3/27/64
LRC

RECEIVED
FEB 20 1964
FOR FILING

February 20, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 274, covering the revision of construction identification signs on the Winchester-S. Umpqua River Section of the Pacific Highway in Douglas County, Contract No. 6275 in connection with Federal-Aid Project Number I-5-3(51)125.

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $40.00 with Federal participation of $36.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

FEB 6 - 1964

FORM E-30X 50M 2-63 49606

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 5, 1964

SUBJECT: Moisture Control
Surfacing Aggregates

To: Mr. F. B. Hoboe
Mr. L. K. Chandler
Mr. Dean Swift

The State is considering including a moisture control provision in the specification for surfacing aggregates and the Construction Department wants to obtain factual data on several jobs to ascertain if such a specification is desirable.

The jobs chosen for testing purposes are as follows:

Metropolitan Division - Minnesota Freeway Section
Division III - Winchester-S. Umpqua River Section
Division IV - The Dalles-Fifteenmile Creek Section

The data desired is the moisture involved in the rock at the time of weighing for pay quantity. The percentage of moisture can be determined by use of the "Speedy Moisture Tester" on the 1/4-0 fraction, with an occasional check by oven drying of the entire sample to obtain a correlation between the total and the fraction. Frequency of the checking can vary with the moisture condition of the material and it is suggested that samples be taken on an hourly basis to begin with -- then, if a pattern develops, two a day or as any change of moisture is noted should be sufficient. A period of two weeks should provide ample data - under normal production rates.

In addition to the moisture content a common horse-sense evaluation of the side costs and troubles which might arise must be made. Past experience with the Bureau of Public Roads auditing procedures precludes the use of engineering judgment in many instances and the increase in testing may require additional personnel to the end that additional costs may be more than the saving. These and others are the type of questions needing answers which can best be obtained by actual testing and recording the results.

The projects were chosen as they are now in progress, but this does not preclude the taking of an occasional test on other sources for comparative purposes.

May we hear from you soon as to the results.

F. D. Morgan
Construction Engineer

By J. F. Putnam
J. F. Putnam
Assistant Construction Engineer

JFP:bjm

cc: L. P. Shaw ✓
L. H. Young

RECEIVED
JAN 30 1964
FOR FILING

FORM 2-30 80M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1964

SUBJECT: Winchester-S. Umpqua River
Pacific Highway
Minimum Wage Requirements
Off-site Work

To: Mr. L. R. Chandler
Division Engineer
Roseburg, Oregon

Herewith, a copy of a decision by our Legal Division concerning minimum wage requirements on off-site work and a copy of a circular memo from the BPR advising them of procedures to follow in the event the contractor objects to paying the wage rates as set forth in the contract.

As a result of these opinions, Beckley and Thomas should be advised that the State will not insist on submission of payrolls for off-site work, but that since the matter is under advisement by the Government agencies concerned it is still possible that he will be required to pay wage rates as set forth in the contract. In order to protect his own interests as well as those of his employees, pending final determination of this matter, it is suggested that he establish escrow accounts for the amount in controversy.

Our Legal Division is writing to the contractor's lawyers advising them to this effect with the hope that they will set up these accounts, but in the event that they do not do so voluntarily the State will have to retain the amount from the estimates. If this occurs, it will be the duty of the resident engineer to record the pay differential and the hours worked for each of the employees on the off-site work so that an accurate amount can be withheld.

F. D. Morgan
Construction Engineer

by J F Putnam

J. F. Putnam
Ass't Construction Engineer

NOTED
LLOYD P. SHAW

JFP:dc
Attachs.

cc: Lloyd P. Shaw

RECEIVED
JAN 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
JAN 23 1964
NOTED ☐ ☐ ☐ ☐
CE ACE COE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1964

SUBJECT: Winchester-South Umpqua River Section
Pacific Hwy. - Proj. #15-3(51)125
Contract No. 6275
Minimum Wage Requirements
Off-site Work

To: Mr. F. D. Morgan
Construction Engineer

Attention: Mr. J. F. Putnam

Building

As requested in your inter-department letter dated December 13, 1963, we have reviewed the letter dated December 6, 1963, from Beckley & Thomas, prime contractor on the above project, and the opinion dated July 26, 1963, from the Comptroller General of the United States, No. B-148076.

The Comptroller General's opinion relates specifically to applicability of the minimum wage requirements of the Davis-Bacon Act to work being performed away from the immediate job site, by a material supplier, on a federal dam construction project. Presumably, the Bureau of Public Roads will ultimately deem itself bound by the Comptroller General's opinion. If possible, it is probably prudent for the State Highway Department to refrain from conclusively and unequivocally expressing an opinion on this to the contractor, until confirmation of the Bureau's position can be obtained.

Assuming that in due course the Bureau of Public Roads does adopt the Comptroller General's opinion, it seems clear that the minimum wage requirements of the contract, pursuant to the Davis-Bacon Act, do not apply to work being performed off the immediate job site, whether such off-site work is being performed by employees of the contractor, a subcontractor, or a material supplier. Presumably, the limits of the job site would be the same as the limits of the contract area as shown on the plans.

An unresolved question might arise if rock or other materials were being produced at a location outside the contract area, but at a State-controlled source which is specifically mentioned in the contract documents as a potential source. This was a question not involved in the Comptroller General's opinion, and accordingly not answered thereby.

The gist of the Comptroller General's opinion, based upon the legislative history of the Davis-Bacon Act and pertinent court decisions, is that Congress intended that the minimum wage requirements of that Act should apply to work performed on the construction, and not on the materials, even if produced specifically for the contract but at a different location.

It is to be observed that under the Comptroller General's opinion, the determining factor as to applicability of the Davis-Bacon Act minimum wage requirements, is where the work is performed, and not whether it is performed by the employees of a subcontractor or by those of a material supplier. Work performed away from the site, even by employees of the contractor or a subcontractor, is not covered. Work performed on the site, even by employees of a material supplier, apparently is covered.

The Comptroller General states that applicability of the Davis-Bacon Act is governed by the statutory direction that "a contractor or his subcontractor shall pay all mechanics and laborers employed directly upon the site of the work" not less than the minimum wages specified in the contract. As we understand the Comptroller General's interpretation of this, and as indicated by the facts in the particular case which he was considering, if a material supplier's employees are working on the job site, the contractor or subcontractor is directly responsible for seeing that the required minimum wages are paid, even though the workmen involved are not direct employees of the contractor or subcontractor.

The summary of the Comptroller General's opinion appears in the first beginning paragraph on page 7 thereof, where it is stated that:

> "In our considered opinion the Davis-Bacon Act does not undertake to provide minimum wage coverage for work off the site, whether by contractors, subcontractors, or materialmen, even though performed in the immediate community."

Conversely, it appears that the Davis-Bacon Act does provide minimum wage coverage for work on the site, whether by contractors, subcontractors, or materialmen.

As indicated above, we should if possible refrain from expressing any conclusive opinion on this question to the contractor, pending notification of the Bureau's present attitude. However, it seems relatively certain that ultimately the Bureau will deem itself bound by the opinion of the Comptroller General which is as outlined above.

Meanwhile, in the administration of this and other Interstate Projects, it would appear advisable to proceed in accordance with the directive of October 15, 1963, from S. K. Booth, Acting General Counsel, Bureau of Public Roads, to the Bureau's Regional and Division Engineers, a copy of which is enclosed. In essence, this means that whenever an employer objects to payment of the prescribed minimum wages, the amount of disputed wages should be safeguarded and segregated, for eventual payment to the workmen, or refund to the employer, depending on the Bureau's eventual determination. If possible, this should be done by inducing the employer to voluntarily pay the disputed amount into an escrow account. If the employer refuses to do this, we will have to establish such an account from the retained funds on the contract involved.

Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks:jw
cc: Mr. L.I. Lindas
Encl.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

October 15, 1963

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: S. K. Booth, Acting General Counsel
36-32 S. K. Booth

SUBJECT: Off-site satellite operations of material suppliers

Paragraph V-II-01(A), of the Labor Compliance Manual, Federal-aid Construction, provides that laborers and mechanics performing work on highway projects on the Interstate System shall be paid wages of rates not less than those prevailing on similar construction work in the immediate locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act.

Under date of July 26, 1963, the Comptroller General of the United States published Decision No. B-148076, which apparently conflicts, in its interpretation of the scope of statutory coverage, with prior opinions of the Solicitor of Labor relative to certain "satellite" facilities of off-site producers of ready-mix concrete, gravel, sand and other products used on Interstate highway projects.

The matter is under advisement by the Government agencies concerned and accordingly, it would be inappropriate for the Bureau of Public Roads to follow normal compliance enforcement procedures with respect to employees engaged in such activities until this problem is resolved.

Where employers object to paying wage rates on the basis referred to in the first paragraph above, it is suggested that such employers establish escrow accounts as outlined in the Labor Compliance Manual, paragraph V-IV-08(C)2, for the amount in controversy. This will protect the interest of both employer and employees, pending final determination relative to the applicability of the Federal minimum wage rates to off-site activities. No further enforcement action should be taken. All employees should be advised, as witnessed by their signed acknowledgment, that the account is being established for their protection and benefit in the event that it is finally determined that the minimum wage rates apply to their employment.

RECEIVED
SEP 19 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

September 12, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
08-35.2-EC Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-3(51)125--Winchester-S. Umpqua Section
Pacific Power & Light Co. Utility Adjustment

Our memorandum dated May 13, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated May 14, 1963, furnished prior to award of contract for the physical construction, supplemental Staff Attorney's letter dated August 1, 1963, and the above-mentioned utility's letter dated August 12, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated August 23, 1963. Our approval is with the understanding that the spacing of the advertising panels is not in violation with the provisions of ORS 377.150 to 377.170.

Our program memorandum dated May 13, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on May 8, 1963. You are authorized to proceed with actual adjustments for the above-mentioned utility effective on September 5, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

original To Young
cc Litchfield
9-18-63

RECEIVED
AUG 30 1963
FOR FILING
6275

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1963

SUBJECT: Power Line Facilities (PP&L Co.)
Winchester-So.Umpqua River Section
Pacific Highway - Douglas County
Project No. I-5-3(51)125
Contract No. 6275

To: Mr. L. H. Young
Office Engineer

BUILDING.

NOTED
LLOYD P. SHAW

Attached you will find a copy of theStaff Attorney's letter and three copies of the estimates and sketch maps from the Pacific Power and Light Company for power line adjustments on this project.

This deviates from the Staff Attorney's letter dated May 14, 1963, which asked for an estimate and sketch of reimbursable work only. The company was unable to secure right of way through the expansion area of the Garden Valley Shopping Center, Inc. in any location other than that shown on sketch No. R-8. Under these circumstances, the most practical method of supplying power to poles No. B-8273 and B-8273, which are on public road right of way, and pole No. B-9811, which is on private property, was to work up this portion of the relocation as one unit. The company requested permission to bill this portion of the work on a percentage basis. The State's share appears to be less by this method ($389.00 for 3 poles and approximately 900 feet of line) than by keeping separate costs for the abovementioned line. Only the reimbursable portion of the remainder of the work as stated in the Staff Attorney's letter has been submitted.

Also attached are 3 copies of the Staff Attorney's letter to the company dated August 1, 1963, which outlines an anchor on public road right of way found to be in conflict after the line had been staked.

Please send 2 copies of this letter, our Staff Attorney's letter of August 1, 1963, estimates and sketches to the Bureau of Public Roads for their approval in the usual manner.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

PGP:bjh
cc: L. P. Shaw
C. H. Maison
D. B. Parkes (2)
P. R. Barnhart

RECEIVED
AUG 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1963
FOR FILING

6-275

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the Winchester-So. Umpqua River Section of the Pacific Highway in Douglas County, Contract No. 6275 in connection with Federal-Aid Project No. I-5-3(51)125.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
AUG 22 1963

FOR FILING

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering directional signing on the Winchester-S. Umpqua River Section of the Pacific Highway in Douglas County, Contract No. 6275 in connection with Federal-Aid Project No. I-5-3(51)125.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DH:es

RECEIVED
JUN 26 1963
FOR FILING

6275

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 10, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-5-3(51)125
Winchester-S. Umpqua River Section
Grading, paving, & signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6275 to Morse Bros., Inc. & Beckley & Thomas Rock Products, Inc. of Roseburg, Oregon, low bidder in the amount of $1,038,898.27 at the June 4, 1963 bid opening.

Mr. Litchfield's June 4, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our May 13, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

Although all rights-of-way or rights-of-entry have been acquired, we understand, from Mr. Wright's May 6, 1963 letter, that the following areas occupied by buildings will not be available to the contractor until July 1, 1963.

NOTED
R. L PORTER

File No.	Building	Station	Removal Date
34726	House	2503+50 (Left Side)	7-1-63
34732	Houses	2501+60 " "	"
		2502+50 " "	"
		2502+80 " "	"
		2503+00 " "	"
34728	House	2500+80 " "	"
34787	House	2495+50 " "	"
33707	House	2500+50 (B-Line) (Right)	"

By that time, the houses will have been removed from the right-of-way by others. Inasmuch as these parcels are not in their entirety available for occupancy by the contractor we can concur in award only on the basis of a finding in the public interest as required by paragraph 9e of PPM 21-6.3.

original To Young
cc Morgan
Wright 6-12-63

We believe that allowing the owners of the houses a reasonable amount of time to relocate and then disposing of the improvements is in the public interest. This is due to a condition over which you had no control as the property had to either be condemned or the option requirements prevented earlier acquisition. There is an urgent need to advance this project to the physical construction stage to avoid loss of valuable time during the middle of the 1963 construction season. The inability to occupy and use the abovementioned portion of right-of-way will not hamper the operation of the contractor or add to the cost of the project. The contractor will be able to prosecute the work on the project in an economical and orderly manner.

LLOYD P. SHAW

RECEIVED
JUN 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1963
FOR FILING

COMMISSIONERS
GLEN[illegible], CH[illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I [illegible]

6275

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 13, 1963

Morse Brothers, Inc. and
Beckley & Thomas Rock Products, Inc.
1494 N. E. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6275 for the following project:

Grading, paving and signing on Winchester-S. Umpqua River Section of Pacific Highway in Douglas County

This award was based on your low bid of $1,038,898.27 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Morse Brothers
P. O. Box 266
Lebanon, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAY 20 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

May 13, 1963

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By:
T. Dee
Engineering Coordinator

Oregon Project I-5-3(51)125, Winchester - S. Umpqua River Section
Grading, Paving, & Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that relocation advisory assistance has been provided and that all necessary rights of way or rights of entry have been acquired as indicated in Mr. Wright's May 6, 1963 letter except for one parcel on which negotiations are in progress or condemnation suits will be filed. Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired, including access rights which may be in court action.

Your May 7, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

The mere showing of the dotted line in the typical sections indicating a future 1-½" asphaltic concrete wearing surface shall not be construed as being an agreement or documentation of project records as to the ultimate pavement structure design which will be eligible for Federal-aid participation.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

NOTED
LLOYD P. SHAW

RECEIVED
MAY 20 1963
FOR FILING

I-5-[illegible]

[illegible]

477 Cottage Street, N. E.
Salem, Oregon

May 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

Oregon Project I-5-3(51)125, Winchester - S. Umpqua River Section
Grading, Paving, & Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that relocation advisory assistance has been provided and that all necessary rights of way or rights of entry have been acquired as indicated in Mr. Wright's May 6, 1963 letter except for one parcel on which negotiations are in progress or condemnation suits will be filed. Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired, including access rights which may be in court action.

Your May 7, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

The mere showing of the dotted line in the typical sections indicating a future 1-¼" asphaltic concrete wearing surface shall not be construed as being an agreement or documentation of project records as to the ultimate pavement structure design which will be eligible for Federal-aid participation.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach.
cc Gifford
5-20-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 9 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 6, 1963

Right of Way Status
Winchester-S. Umpqua
River Project
Pacific Highway
Douglas County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

All rights of way or access rights have been obtained by option, permit of entry, or filing of condemnation suits, except for the following file which is in legal process leading to the filing of a condemnation suit.

File No. 33705 - Ware $210

A full negotiation has been conducted with this owner and no purpose could be served by postponing legal action to a later date. A filing will have been made on this parcel of land prior to the date of bid opening.

All lands within the project limits are available for immediate use and occupancy of the contractor, with the exception of the areas occupied by structures, as hereinafter set forth:

File No.	Building	Station	Removal Date
34726	House	2503+50 (Left Side)	7-1-63
34732	Houses	2501+60 " "	"
		2502+50 " "	"
		2502+80 " "	"
		2503+00 " "	"
34728	House	2500+80 " "	"
34787	House	2495+50 " "	"
33707	House	2500+50 (B-Line)(Right)	"

Plans and specifications will denote that the foregoing houses will be removed by others prior to July 1, 1963. This delay in occupancy of the area covered by these houses should in no way hamper our contractor or increase project costs. The necessity of filing

NOTED
FORREST COOPER

condemnation suits or the option requirements of owners in surrendering possession have prevented our acquisition and disposal of the improvements earlier than the July 1 date.

We request a finding in the public interest which will authorize advertising of this project and award of the contract.

All displacements of persons from homes within the project limits have been handled under our regular relocation advisory assistance program. We will also be prepared to pay relocation costs for anyone remaining legally in possession after the date of passage of the enabling legislation.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Forrest Cooper
Lloyd Shaw
L. H. Young
C. H. Maison
L. I. Lindas

RECEIVED
MAY 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1968
FOR FILING

I-5-3(5)

6275

OREGON STATE HIGHWAY [illegible]
CONSTRUCTION [illegible]
GEOLOGY AND TESTS [illegible]

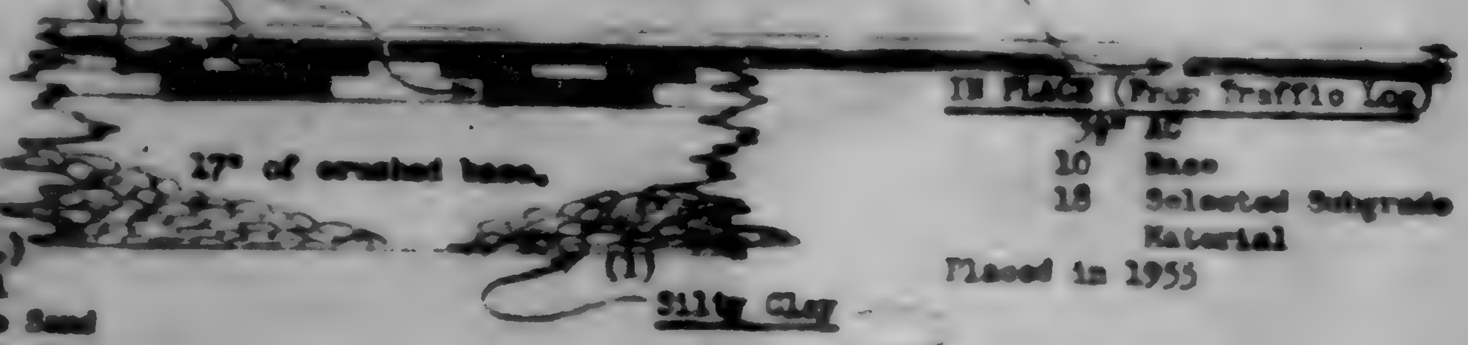
REVISED PROJECT BASE DESIGN **REV. II**

Section WINCHESTER - S. UMPQUA RIVER Highway PACIFIC (FA 3) [illegible] DOUGLAS

Res. Engr. ____ Approx. Length of Project 4.62 Miles. Sta. 2285± ____ Sta. 2529±

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

THE WORK **EXISTING ROADWAY**


1½" of A.C. (Future-when required).
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.
17" of crushed base.
(1)
Silty Clay
2" min. A.C. overlay.

IN PLACE (From Traffic Log)
5"	AC
10	Base
18	Selected Subgrade Material

Placed in 1955

(1)
Typical Soil
52	LL
32	PI
67	% P200 (No Bas.)
12	% Gravel
10	% Coarse Sand
11	% Fine Sand
24	% Silt
43	% Clay
12	"R" Value (Corrected.)

AASHO Classif. - A-7-6 (16)

			4	AC
			3	PMBB
			17	Cr Base
			24	PRESENT
		Future	1½	
24			25½	FUTURE TOTAL

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Suitable material source to be determined by the Engineer.											

Revised Project Base Design submitted to recommend the use of Plant Mix Bituminous Base. The quality of the material is generally fair if carefully selected, but zones of poor material will be encountered and should be upgraded.

B P R.
Resi[illegible]

NOTED
LLOYD P. SHAW

PAVEMENT TYPE SELECTION

WINCHESTER - S. UMPQUA RIVER
PACIFIC HIGHWAY
DOUGLAS COUNTY
Prefix 610-1470

Factors Governing Selection

Classification: VERY HEAVY Present ADT 6000 1980 ADT 15,000 % Heavy Vehicles 15
(NOTE: Increase classification one step for heavy logging use)

Characteristics: See design chart attached

Frost Penetration ______ Annual Rainfall 36"±

ance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: when constructed to present OSHD surfacing thickness standards

Comparisons: Not appropriate due to other factors

ndary Factors Governing Selection

Existing Pavements: A.C.

Construction: Not a problem

sed, Surface, or Elevated Design: Surface

of Aggregates: No problem

of Competition: Not appropriate

Consideration: No problem

Preference, Participating Local Government Preference, and
of Local Industry: Not a factor

Not a factor

of an Adaptation of Local Materials or of Local Commercially
Paving Mixes: No problem

ION AND REMARKS:
items 4 and 6, an A.C. wearing surface has been selected.

RECEIVED
MAY 1 - 1963

FOR FILING

I-5 [illegible]

[illegible]

April 30, 1963

Pioneering Engineering
3200 Como Avenue
Minneapolis 14, Minnesota

Att: C. G. Sears, Mgr.
Domestic Sales

Gentlemen:

We appreciate receiving your manual on the Minneapolis-Honeywell Grademaster Control as applied to your Pioneer No. 12 Vibromatic asphalt concrete paver. This data, with the brochure given us by the Feenaughty Machinery Company of Portland, Oregon, gives a fine presentation of the equipment and its uses.

We plan to specify the use of a paver equipped with such or similar controls on a project called the Winchester-S. Umpqua River Grading and Paving Project in Douglas County for which bids are now planned to be received on June 4, 1963. Although this project will be on an experimental use basis, success of the equipment thereon might well result in our making the use of such grade controls a standard requirement.

Very truly yours,

L. H. Young
Office Engineer

By

Virgil G. O'Neil
Specifications Engineer

VGO'N:mb

cc: G. C. Liggett
Feenaughty Machinery Co.
P. O. Box 4986
Portland 13, Oregon

RECEIVED
APR 9 - 1963

FOR FILING

I [illegible] (50) [illegible]

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 1, 1963

By:
R. H. Tokerud
Bridge Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project I-5-3(50)130
Winchester Bridge
Winchester-S. Umpqua River Section
Structure

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that there has been no displacement of persons in connection with this project and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's March 26, 1963 letter.

For the prestressing reinforcement on the Winchester Bridge, the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

You are authorized to proceed with railroad work included in the project. Written evidence that the Southern Pacific Company has approved the design plans should be submitted prior to our concurrence in award. The railroad agreement, dated January 31, 1963, has been approved effective this date.

Your March 26, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

[illegible]

cc Gifford 4-9-63

FLH-1(4) N. Unit, Riley-Juniper Ridge 1963
Sec., Lakeview-Burns Hwy.
#6276 (Grad., Oil. & Struct.)

RECEIVED
OCT 20 1964

PHONE: 472-5070
AREA CODE 503

J. C. COMPTON COMPANY

P. O. BOX 86
McMINNVILLE, OREGON 97128

October 20, 1964

Mr. Fred Robins
525 N. Grenshaw Road
Visalia, California

Dear Sir:

Reference is made to your claim of tire damage that you sustained on July 15, 1964 on one of our projects in Eastern Oregon.

We are well aware that we are responsible for damages to property, etc., etc., resulting from acts, omissions or neglect but in the particular instance that you are making your claim, our investigation conclusively shows that a condition prevailed that was beyond our control.

I regret that you had to be involved and had the inconvenience because of these prevailing conditions and that the State Highway Department had to go to the trouble of forwarding your correspondence to our Company. Your claim and one other were the only ones made so it seems the majority of the people must have considered this condition a road hazard.

We take great pride in our public relations and the efficiency of our organization and we were making every effort to expedite the project and to alliveate this hazard for we were very aware of the repercussions it could cause. As our Insurance Company does not feel that this is a just claim, we feel responsible to our State Highway Department and do not wish for them to be implicated in this situation. Our Company is enclosing a check for half of your claim for as you have indicated, the tires had previously been used and we feel that this is just compensation for the inconvenience caused you.

Yours truly,
J. C. Compton Co.

John C. Compton

CC: Slate-Hall, General Contractor
Lloyd P. Shaw, State Hwy. Dept.

RECEIVED
OCT 2
F

12H-1(5)

62 11

PHONE: 472-3070
AREA CODE 503

J. C. COMPTON COMPANY

P. O. BOX 86
McMINNVILLE, OREGON 97128

October 20, 1964

Mr. Robert Erickson
867 22nd Ave. S. E.
Minneapolis 4, Minnesota

Dear Sir:

In regard to your claim for reimbursement of expenses incurred for replacement of a tire, as the damage was a direct result of travelling on one of our projects, find enclosed a check for $ 11.50.

It is regretful that these circumstances occurred and were reflected upon our Company. We endeavor to expedite traffic through the projects and to keep our public relations at the highest standard. The type of construction that was being performed was all within accordance to specifications of our State Highway Department. After our investigation we have concluded the majority of the trouble was due to warm weather conditions, the excessive sharpness and abrasiveness of the rock and the inability of 2 ply tires to ward off protruding objects. I personally consider this a road hazard and out of the many cars that were affected there has just been your complaint and one other.

We hold our Highway Department in the highest respect and am sorry that they had to be bothered with this correspondence and sincerely hope that you put no reflection of this misfortune on our good State.

Yours truly,
J. C. Compton Co.

John C. Compton

CC: Slate-Hall, General Contractors
Lloyd P. Shaw, State Hwy. Dept.

NOTED
LLOYD P. SHAW

RECEIVED
OCT 16 1964
FOR FILING

6276

October 16, 1964

Mr. Fred Robins
525 N. Crenshaw Road
Visalia, California

Dear Mr. Robins:

In your letter of September 26 you mention that two tires were cut on your car while driving over surfacing construction on Highway 395 about four miles south of Riley.

Our records show that the principal contractor on this project was State-Hall, 11655 S. W. Barbur Blvd., Portland 23, and the subcontractor was J. C. Compton Company. In its contracting obligations the State looks only to the principal contractor for the satisfactory prosecution of a contract.

We do not have information on your claim other than what is given in your letter, but our Standard Specifications do provide "the contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractor, or his employees in the performance of the work to be done under the contract."

State-Hall are excellent contractors and enjoy a fine reputation. We are forwarding a copy of your letter to them and to their bonding company.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
cc
State-Hall
J. C. Compton Co.
Great American Ins. Co.
Seaboard Surety Co.
R. L. Porter
C. A. Allison

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1964

SUBJECT: Claim - Fred Robins
Contract No. 6276

To: Floyd Query, Secretary
State Highway Commission

Building

We are forwarding copy of a letter from Mr. Fred Robins claiming damages to his tires caused by J. C. Compton Co., a sub-contractor. The prime contractor is Slate & Hall Co., 11655 S.W. Barbur Blvd., Portland 23, Oregon, Contract No. 6276.

Portion of 1.7.16 of the Standard Specifications for Highway Construction is hereby quoted for your information:

> "The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or his employees in the performance of the work to be done under the contract.
>
> "The contractor shall indemnify and save harmless the State of Oregon, the State Highway Commission, the members thereof and its officers. * * *
>
> " * * * but all such loss or damage shall be borne by the contractor and all work under the contract shall be solely at his risk until it has been finally accepted."

We respectfully request that you forward a copy of Mr. Robins' letter to the contractor and his bonding company.

C. A. Allison
C. A. ALLISON
Staff Attorney

CAA:jw
Encls.
cc: G.E. Rohde
R.L. Porter

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 12, 1964

Mr. Fred Robins
525 N. Crenshaw Rd.
Visalia, California

Re: Your letter of September 26, 1964, and Contract #6276

Dear Mr. Robins:

We acknowledge receipt of your letter dated September 26, 1964, to the Division of Highways, State of Oregon, which has been referred to this office for reply.

According to our records the highway work was being performed by Slate & Hall Co., 11655 S.W. Barbur Blvd., Portland 23, Oregon, under State Contract #6276. Pursuant to such contracts it is the contractor's responsibility for the construction and completion of such work.

We regret, therefore, to inform you that the State is not liable for any damages that have occurred to your tires while you were driving through the construction project.

However, we are forwarding a copy of your letter to the contractor and his bonding company.

We are sorry that we cannot be of more assistance to you.

Very truly yours,

G. E. ROHDE

By
C. A. ALLISON
Staff Attorney

CAA:jw
cc: G.E. Rohde
R.L. Porter
Floyd Query

RECEIVED
SEP 2[illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
admin.

525 N. Crenshaw Rd.
Visalia, California

Sept. 26, 1964

Division of Highways
State Of Oregon
Salem, Oregon

Dear Sir:

I have a problem with the J.C. Compton Co. of McMinville, Oregon.

The problem is outlined in my letter to the Compton Co., sent to them on July 27, 1964, in which I said:

On July 15, 1964, I was directed through a road paving job on highway #395. This was about 4 miles south of Riley.. This operation was putting crushed rock over ~~oil~~ asphalt. About 100 yards from the end of the construction area my tires (front and back) on the left side were cut by the rock and lost all pressure. It was necessary for me to contact the service station at Riley (Macombers') and purchase two new tires before I could continue. (Cost $75.80)

The cut tires had approximately 11,000 miles on them and had tread. They are at Macomber's in case you want to inspect them.

In my opinion, I should be compensated for this loss. I entered the construction area carefully and followed the instructions of the Co. flagman and the posted signs. Evidently the crushed stone (which looked very sharp) had not been properly rolled or compacted before I was directed to drive over it.

My letter to Comptons was referred to their insurance co. and they have denied my claim.

I still feel that I should be compensated for the loss. Can you help me?

Fred Robins

Fred Robens

RECEIVED
SEP 28 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 29 1964
FOR FILING

[illegible]

[illegible]

September 29, 1964

Great American Insurance Co.,
Wells-Reed-Wood-[illegible] Co.,
412 Failing Bldg.,
Portland 4, Oregon

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

On September 18, 1964, we wrote to you concerning release of final payment on contract #6276, awarded to Slate-Hall for grading-oiling-structures on the North Unit of the Riley-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County.

Final payment on this contract is $13,389.07 and the total contract amount is $300,001.62, including $3,638.80 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Great American Insurance Co.,
San Francisco Office

cc: Great American Insurance Co.,
Portland Office

cc: Seaboard Surety Co.,
New York Office

cc: Slate-Hall, contractor

cc: L. H. Young
C. H. Malcom
Attn.: John Kerr

RECEIVED
SEP 9 - 1964
FOR FILING

[illegible]

[illegible]

September 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 24 on Contract No. 6276. The contract was with Slate-Hall and was for grading, oiling, and structures on the North Unit, Riley-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 3, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

RECEIVED
SEP 2 - 1964

FOR FILING

Salem, Oregon
September 1, 1964

Increase in Project
Authorization

E. S. Thompson
Resident Highway Engineer

This is to advise you that at its meeting of August 27, 1964, the Highway Commission approved an increase of $2[illegible],195.00 in project authorization on Contract No. 6276, N. Unit, Riley-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County.

The new authorization for construction is $327,566.38. This amount should be used in all future reports for this project.

L. N. Young
Office Engineer

DBP:mb

cc: Dean Swift

RECEIVED
AUG 25 1964
FOR FILING

FL R-1(4)

Robert Erickson
867 22nd Ave. S.E.
Mpls, 14 Minn.

State of Oregon
State Highway Dept.
6276
Salem 97310

Re: Letter of August 6, 1964.

Dear Mr. Shaw,

I appreciate your response to my earlier letter but am not satisfied with the reasons set forth for the "unfortunate experience." By what stretch of the imagination does the manner in which affairs were handled "facilitate and protect traffic movement." I submit that this requirement with respect to the job specification was not fulfilled. I find it hard to believe that this type of surfacing has been performed "for many years without a similar experience."

Let us consider the "unforseen circumstances" mentioned.

1. Extremely hot weather
   Comment: Even I, as a stranger to that area, would anticipate hot weather as being normal for the month of July.
2. High-speed travel approaching from both directions
   Comment: High-speed travel from any direction is pretty commonly accepted these days.
3. Two-ply tires:
   Comment: If 2-ply tires were involved, what do you propose

for the future"? I'm quite sure we will see more of them in the days ahead - And I repeat, "I had a new tire, and it was 4-ply".

If the aforementioned circumstances were unforeseen, why were they so?

I shall address a Claim to Slate-Hall Company, but quite honestly I feel that I'm being subjected to the "old-fashioned run-around".

Respectfully Yours
Robert W. Erickson

RECEIVED
AUG 2 [illegible] [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG - 6 1964

FOR FILING

[illegible]

Civil

August 6, 1964

Mr. Robert W. Erickson
667 - 22nd Avenue, S. E.
Minneapolis 14, Minnesota

261
262

Dear Mr. Erickson:

Your recent letter calling attention to road construction procedures on a project in Oregon on US395, near the junction with US20, prompted an investigation of conditions surrounding this incident.

First, let us say, your letter was appreciated and at the same time, we express our regrets concerning your unfortunate experience. Consideration for the motorist, his safety and convenience, are of prime importance on all construction projects. Requirements to facilitate and protect traffic movement become a part of job specifications, even with the knowledge that higher costs and delay in completion may result.

Our field engineers in charge of the work on US395 report a combination of unforeseen circumstances, all in the last few days of the work, caused the trouble to the motorists. These were extremely hot weather; high-speed travel approaching the work from each direction, which softened tires; and possibly, the use of two-ply tires. The slow traffic through the job by pilot car was an effort to minimize tire trouble. This type of surfacing has been constructed in this area for many years without a similar experience.

Our specifications require damage to the motorist be the responsibility of the contractor. Your claim should be directed to Slate-Hall Company, 11655 S. W. Barbur Boulevard, Portland 23, Oregon.

We trust this one experience will not too adversely affect your decisions to again visit Oregon by car.

Again, we express our regrets.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Slate-Hall Company
Forrest Cooper
R. L. Porter
F. D. Morgan

GLD:bjm: ajw

FORM 2-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1964

SUBJECT: N. Unit, Riley-Juniper Butte Section
Lakeview-Burns Highway
Contract No. 6276 (Complaints)
(Assignments: LPS-261 and 262

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Prompted by complaints from various road users which reached the Salem office, the job conditions at time of motorists troubles were discussed with both Mr. Swift and Mr. Warfield. Copies of reports from Mr. Swift, Division Engineer, Mr. Thompson, Resident Engineer, and Mr. Ritchey, Assistant Resident Engineer, are attached, which I believe explain conditions.

It would appear that deviation from normal construction procedures, or provision for complete traffic diversion would be required to minimize motorist complaints of this nature and in this area.

Rough drafts of replies to Mr. Robert W. Erickson (Assignment LPS 261) and Cecil Whipple (Assignment LPS 262) are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

RECEIVED
AUG 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 27, 1964

SUBJECT: N. Unit, Riley-Juniper Butte
Contract No. 6276

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

CONSTRUCTION DIVISION
RECEIVED
JUL 28 1964
NOTED CE ACE ACE CUE

Attention: Mr. G. L. Decker

Below is a report of the conditions on the North Unit, Riley-Juniper Butte Section of the Lakeview-Burns Highway, which was the topic of a letter from one Robert Erickson.

We did have a rash of flat tires while this job was being brought up to the first seal. We are quite concerned over these flat tires, and I have studied the rock and found that it was not slivered into pointed particles. We finally came to the conclusion that the hot weather we were having during this oiling operation, the long distances over high speed travel on either side of the job, which made the tires extremely hot, this coupled with the new two ply tires, was the main contributing factor.

In order to hold the flat tires down to a minimum, I had the contractor pilot clear through the operation at a slow speed. This probably saved some punctures, but did not entirely eliminate the trouble. One thing it did do was cause a considerable longer wait. It did not help the motorist's frame of mind. I have just about come to the conclusion that it is almost impossible to lay a penetration oil job along with the present day travel, unless we could take possibly a mile or two miles and lay the base, key and first seal on one-half of the road before shifting the traffic on to the new oiling; this would , no doubt, give us an inferior riding surface with a botched up meet line.

The other method which might cost slightly more, would be to lay two inch asphalt concrete.

This job has been finished since Thursday of last week.

Most of Mr. Erickson's letter is factually correct and I think Mr. Erickson should be paid for his tire; however, it possibly should come from the contractor's insurance.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me

FORM E-30X—COM—11-59—90828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 24, 1964
Burns, Oregon

SUBJECT: Public Complaints
North Unit, Riley - Juniper Ridge
Lakeview - Burns Highway

To: Dean Swift
Division Engineer
Bend, Oregon

Enclosed herewith please find a letter by Howard N. Ritchey, Assistant Resident Engineer, reguarding complaints by the public on the North Unit, Riley - Juniper Ridge section of the Lakeview - Burns Highway.

In my opinion every possible step was taken for traffic safety and convenience. The sharp aggregates, hot weather, and light weight oil created conditions not conducive to traffic convenience. I believe that the contractor did everything possible, under the conditions, to alleviate traffic inconvenience and that there was a general attitude of courtesy to the public.

It is regrettable that any complaints were recieved on this project.

Sincerely yours,

E S Thompson

E. S. Thompson
Resident Engineer

FORM E-30X—50M—11-55—00825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 23, 1964
Burns, Oregon

SUBJECT: Public Complaints
North Unit, Riley - Juniper Ridge
Lakeview - Burns Highway

To: E. S. Thompson
Resident Engineer
Burns, Oregon

After conducting an investigation into complaints received on the North Unit, Riley - Juniper Ridge section, I have obtained the following facts and arrived at the following conclusions.

A rash of flat tires occured during the oiling operation. These can be contributed to the sharp rock used in the oil mat, particularly the 1¼" - 3/4" and 3/4" - 1/2" sizes. The contractor and the state forces have offered every assistance possible in furnishing help and equipment to change tires, providing a shop truck equiped with an air compressor to inflate tires and hauling flats to the Riley service station to have them fixed and in general being courteous and helpful. A pilot car operated at five miles per hour in an effort to save tires, this caused some people to wait for periods up to forty-five minutes. The wait and the pilot car operation were necessitated in an effort to help the public and not particularly as a convience to the contractor. The contractor expended considerable extra effort to alleviate flat tires and prevent oil from getting on cars.

My own personel observations have indicated an attitude of courtesy and helpfulness by both the contractor and state forces through the life of the oiling operation. I have investigated the truck driver incident and can find no foundation for this charge, if someone was discourteous to the fruck driver it was a rare incident and is highly regretable by both our office and the contractor.

Sincerely yours,

Howard N. Ritchey

Howard N. Ritchey
Assistant Resident Engineer

REFERRED TO
[illegible]
BY SECRETARY

PLEASE RETURN TO
LLOYD P. SHAW

Commissioner of Highways
Dept. of Public Works
Division of Highways
Salem, Oregon

REFERRED TO
[illegible]

Porter

Dear Sir:

It is the express intent of this letter to register a formal complaint with respect to an incident that occurred in Oregon on Friday, the 17th of July, 1964. At approximately 1:30 PM we turned off Highway #20 west of Burns on to highway #395; our ultimate destination being San Francisco. Almost immediately we were confronted with road construction in progress. A one hour wait was required before a pilot car escorted us (and the accumulated line of cars behind us) over approximately 3 miles of fresh road repair. This repair consisted of a mixture of stone chip and fresh road tar, and needless to say this method of promoting continued road utility during repairs seemed quite irregular and certainly archaic. Is it not true that generally one lane is kept open and free of repairs for minimum inconvenience to motorists? I'm sure most people have come to expect this.

After approximately a 1½ hr. ~~day~~ delay we were through the construction area. After driving for about 5 miles we stopped to assist a beleaguered motorist. At this time I noticed that the right front tire was deflating, necessitating installation of the spare. While stopped a party from Los Angeles also stopped to lend assistance. While waiting their car also developed a flat tire. Before any of the delayed vehicles proceeded a station wagon pulled ~~at~~ up to ~~station~~ the scene, being driven by a very irate citizen. In the back of his vehicle he had 2 ruined tires. At this time it was brought to my attention that the sharp stones from the road construction were responsible for the flat tires. As we continued south on #395 we encountered other stalled motorists, one of ~~which~~ whom complained of having 3 flat tires.

Approximatly 30 miles from the road repair I encountered a gas station that fixed flats. I then discovered that this new tire was completly ruined, And my indignation was severe. Especially when the gentleman told me that the _previous_ day had witnessed even a greater number of flat tires due to the road repairs. To perpetuate their practice for successive days seemed almost unbelievable, especially with a _state inspector_ on the job. My enthusiasm for traveling in Oregon has diminished.

The following is an itemization of the expenses I have incurred as a direct result of the road repairs, and I honestly feel that I'm entitled to restitution.

New tire ruined	$20.00
breakdown and remounting of tire	1.50
total	$21.50

I would appreciate information as to how I should proceed in obtaining compensation, or at least attempting to do so.

I highly recommend that the proper pressure be brought to bear in order to stop such highway construction practices. One of the reasons I am writing is due to the ~~[illegible]~~ belief that these practices have not been brought to your attention.

My mailing address for the next 2 weeks will be:

3011 Rollingwood Drive
San Pablo, California

My home address is

867 22nd Ave. S.E.
Minneapolis, 4 Minn.

Respectfully Yours

Robert W. Erickson
a taxpayer.

Addendum:

J. C. Compton Co.
Gen. Contractors
McMinnville, Oregon

} ~~Taken from site~~ Copied from door of truck at repair site.

Enclosed photo of tire.

Dear Sir,

I had the misfortune of Taking the Highway South of ~~Burns~~ Burns on 395 & I saw 2 or 3 Cars & Trucks with flats but kept on going. I soon found out ~~they~~ Your Dept is using Volcanic Mat. to make a new road. I ruined one tire & before I got to Burns Helped & passed 5 more with tire trouble. When in Burns the Tire Shop runs a truck at night Business is so good for them They should only do one side at a time or Diff. Mat. you should look into this. Also your men just laugh when they see another Motorist in trouble

PLEASE R
LLOYD

Cecil Wiggle
Box 086
[illegible] Wash

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING August 21, 1964
	SECTION N.Unit,Riley-Juniper Ridge	SECTION PREFIX 13-1045
	HIGHWAY Lakeview - Burns	COUNTY Harney
NAME OF JOB N. Unit, Riley - Juniper Ridge	KIND OF WORK Grading, Oiling & Structures	
CONTRACTOR Slate - Hall	CONTRACT NUMBER 6276	FEDERAL AID PROJECT NUMBER F.L.H.-1(4)
DATE OF CONTRACT June 10, 1963	DATE WORK STARTED June 24, 1963	ESTIMATED COMPLETION DATE July 24, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 120	WORK DAYS USED 110
PROJECT AUTHORIZATION $ 307,371.38	ENGINEERING AUTHORIZATION $ 21,857.52	PERCENT OF TIME ELAPSED 91.7 %
EXCLUSIVE OF ENGINEERING: $ 285,513.86	ENGINEERING COST TO DATE $ 27,171.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 300,395.61	PERCENT OF AUTHORIZATION 124.3 %	
ESTIMATED PERCENT OVERRUN ~~XXXXXX~~ 6.57 %	DATE PROJECT WAS COMPLETED July 24, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L PROD	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.32	5.32		5.32	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.32	5.32		5.32	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	108,200	60,430		590	
TOTAL QUANTITIES CORRECTED TO DATE	111,968.4	76,995.1		633.3	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	111,968.4	76,995.1		633.3	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

NOTED
[illegible]

	WEATHER	HOURS DELAY	Workday Chg'd. CAUSE OF DELAY
SUNDAY			
MONDAY			No Work completed on this project
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No actitity
THURSDAY	No activity
FRIDAY	No actifity
SATURDAY	No activity

REMARKS

The Semi-final for this project has been completed. It was delivered to Mr. Dean Swift, Division Engineer, by Mr. E. S. Thompson & Mr. Howard N. Ritchey on Monday, August 17, 1964.

Final Report

E S Thompson

SIGNED E. S. Thompson, Resident Engineer

ADDRESS 252 So. Date St.
Burns, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 21 1964

FOR FILING

1111-(4)

6276

August 20, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization is expected on the North Unit Riley-Juniper Ridge grading and oiling project on the Lakeview-Burns Highway in Harney County. This project, Contract No. 6276, is under contract to Slate & Hall of Portland.

The original project authorization was $307,371.38. The present anticipated cost is $327,566.79, indicating an overrun of $20,195.41, or 6.57 per cent.

The major reason for the overrun was that the substitution of cinders in lieu of the specified pit-run gravel base required additional depth to compensate for the lesser strength of the cinders. The pit-run gravel was unsuitable in sufficient quantity. This greater depth, in turn, required additional water for compaction and further overrun of the water bid item which had already been underestimated. Other minor items which contributed to the overrun were the double binder required to carry traffic through the winter and the overrun of engineering expenses, both of which were caused by noncompletion of the project in 1963. The project is now completed.

Your approval of an additional authorization in the amount of $20,195 is recommended. This matter will be presented at the August 27 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

FORM E-30 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1964

SUBJECT: Overrun of Project Authorization
N. Unit, Riley-Juniper Ridge Section
Lakeview-Burns Highway
Contract No. 6276

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a report on the expected overrun of the original project authorization on this contract. The original authorization was $307,371.38. The present anticipated cost is $327,566.79, indicating an overrun of $20,195.41, or 6.57%

The primary cause of the overrun was that the use of cinders in the base in lieu of the specified pit-run gravel required additional depth of material to compensate for the lesser strength. This, in turn, required additional sprinkling water, which had already been underestimated for the extremely dry material encountered on this project. Other minor items contributing to the overrun were the double binder placed to carry traffic through the winter and overrun of engineering costs, both caused by non-completion of the job in 1963. The project has been completed and did not overrun the time limit.

Your approval of the additional money requested is recommended. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: L. H. Young

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AUG 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90X—50M—12-60 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 13, 1964

SUBJECT: North Unit, Riley-Juniper Ridge
Lakeview-Burns Highway
Contract No. 6276

To: Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Herewith report on expected overrun on subject project. The main reason for the overrun is that the pit-run gravel in base set up for the project proved to be unsatisfactory and it was necessary to substitute grid-rolled cinders in a larger lift to maintain stability. Also, the removal and replacement of broken base materials during oiling and an overrun in engineering costs added to the overrun of the authorization. One other item which was necessary to be done was the placement of a double binder in the fall of 1963 so that traffic would have a suitable roadbed during the winter months.

Your approval is recommended.

J F Putnam
J. F. Putnam
Assistant Division Engineer

JFP/pp

Encl.

[illegible]

RECEIVED
AUG 20 1964

PORTLAND OFFICE
901 SOUTH EAST OAK STREET
TELEPHONE: BELMONT 5-8603
~~PORTLAND 14,~~ OREGON

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N.Y.
PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

August 19, 1964

Mr. Donald P. Gullic
3695 Williamson Road
Redding, California

Insured	:	J. C. Compton Company
D/Loss	:	Approx. 7/21/64
Claimant	:	Donald P. Gullic

Dear Mr. Gullic:

Your letter, undated, addressed to the J. C. Compton Company of McMinnville, together with the claim questionnaire addressed to us, has been handed to me.

I have investigated this matter and have checked into the circumstances. The J. C. Compton Company of McMinnville, was under contract with the Oregon State Highway Commission for the construction of certain roads south of Riley, Oregon at the time you claim to have sustained your damage. At that time the J. C. Compton Company, we find, was carrying on their operation pursuant to this contract in the customary and proper manner and was under the inspection of the Oregon State Highway Commission. On this particular job there were other trucks which were working on this construction site carrying gravel and rock, as well as other materials, which did not belong to J. C. Compton Company.

For these reasons and any other reasons which may appear, we must, therefore, respectfully deny your claim for we do not find any legal liability upon which you can claim that J. C. Compton should recognize this claim. It is this writer's suggestion that this matter be turned over to your own insurance carrier who, we believe, may see fit to pay you for your damages under your comprehensive coverage.

Very truly yours,

R. L. Metcalf
Claims Manager

RLM/ks

CC: J. C. Compton Co.
McMinnville, Oregon

Oregon State Highway Dept.
Salem, Ore. - Attn: Mr. Query

RECEIVED
AUG - 7 1964
FOR FILING
6-26

August 7, 1964

Mr. Keith L. McCoy
195 Walter Hays Drive
Palo Alto, California

Dear Mr. McCoy:

Reference is made to your recent letter which refers to tire trouble you experienced on the Lakeview-Burns Highway south of Riley.

The Highway Department regrets that for a short time a troublesome condition arose which caused these inconveniences to motorists. For some reason, as the first lift of new oil mat wearing surface was constructed, tire trouble developed, although prior to this time vehicles passed back and forth over similar material without experiencing difficulty. As soon as the second lift of oil mat was constructed, the problem disappeared.

Again, the Department regrets that you suffered this unpleasant experience and we will take extra precaution in the future in this area to avoid recurrences.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:hlb

cc Forrest Cooper
R. L. Porter

Wolfe

Referred to
Forrest Cooper

195 Walter Hays Drive
Palo Alto, California
1 August 1964

Oregon State Highway Department
Salem
Oregon

Porter

Gentlemen:

On Tuesday, 21 July 1964 my wife and I had the misfortune to be driving on Highway #395 in your state. Just south of Riley we came upon a very long stretch that was being paved from side to side which meant there was nothing to do but drive through the mess of fresh tar and large, sharp rocks. Many cars had flat tires. Our car received a broken headlight, chips in the paint and tar all over it.

Oregon is a beautiful state and much money is spent to lure tourists there. Why, then, treat them so shabbily? It is really quite simple to pave half a road at a time for short stretches and have one way, controlled traffic.

Very truly yours,

Keith L. McCoy

Keith L. McCoy

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AUG 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG - 5 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 1 1 1964

FOR FILING

6216

August 7, 1964

Ms. Beth Wolters
Route 1, Box 4099
San Marcos, California 92069

Dear Ms. Wolters:

Reference is made to your recent letter which refers to tire trouble you experienced on the Lakeview-Burns Highway south of Riley.

The Highway Department regrets that for a short time a troublesome condition arose which caused these inconveniences to motorists. For some reason, as the first lift of new oil mat wearing surface was constructed, tire trouble developed, although prior to this time vehicles passed back and forth over similar material without experiencing difficulty. As soon as the second lift of oil mat was constructed, the problem disappeared.

Again, the Department regrets that you suffered this unpleasant experience and we will take extra precaution in the future in this area to avoid reoccurrences.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:hlb

cc Forrest Cooper
R. L. Porter

July 17th 64

Rt Box 4099.
San Marcos.
California 92069

Wolfe
Will you please answer this
Mr. See me if you wish

Dear Sirs.

For the past twenty years I have been travalling over the Western States and thru Oregon's Tourist advertizing I have bought two pieces of property near Medford and will be moving up there this fall. How ever on July 17th I left Medford for Spokane Washington and what I ran into along with hundreds of other motorists didnt help the tourist situation. I know this condition lasted for five days and I imagine several more. I imagine you have had more complaints because I never saw so many infuriated people in my life and all seeking information on what to do. About 20 miles south of Burns on Hiway 395 we ran into road construction. This was nothing in itself as I had encountered several on my 3500 mile trip. We were the last car of about a 14 car caravan headed by a pilot car. You couldnt see what you were running into till you got on to it, or could you have done anything different as [illegible] is the only hiway in the eastern part of Oregon. This joker of a contractor had covered both sides of the hiway with hot oil and not pea gravel but course cut granit as sharp as kives. There was about 2½ or three miles and we had'nt gone 100 yards before the car ahead of us a new Chev. had a flat He could'nt move so we went around him and about 10 car lengths we had a flat. These men had to get out and crawl around on that fresh tar or oil or whatever they were using to change tires. My husband ruined a pair of new shoes and it cost us $7.50 for a new tube and fixing the tire. In the first quarter mile after we got off this mess there were four cars fixing flats and the first gas station had two more. When we had our tire fixed there was a couple on their holiday and they had a tire ruined which cost $32.00 and they said it would cut their vacation short as their tires were all good and had'nt figured on what happened. When we came back on the 20th the road was in the same condition. There was a woman with four children who did'nt look like she had enough to buy a sandwich, with both back tires flat all standing out in the broiling sun and no-one paying any attention. There were four other cars with flats. We were fortunate on the return trip. I have never seen any-one oil both sides of the road at one time without fixing a detour. This could have been done easily on the side of the road by running a blade down it a couple of times. It was'nt bad enough getting the tires and all underneath the car all oil (which took almost a day to wash off) but they would run up and down the other half of the road with big trucks and the oil sprayer, so that we had oil sprayed half way up to the windows. If you happened to have a flat they had men running you over to the shoulder, which with one of the sharp rocks in there it just ruined tires and tubes. They are cutting out mountains south of Pendleton and between Ashland and Medford. You might have to wait 20 or 30 minutes but they had good dirt roads and you dont mind the wait as you realize it is a trouble got fixing a road where.

they are blasting and still keep the traffic moving with a minimum of delay but this strip south of Burns was in the middle of a desert and flat as far as the eye could see. I dont know much this contractor is responsible for what happened, but he definitly should be. It's a border to border hiway and you could'nt get off the road and frankly I can't see what this contractor was thinking of. When you had a flat no-one offered to help, and they had an old man on a roller yelling to get over when you had a flat. apparently they owned that three miles of hiway and we should'nt have been on it. I saw 14 flats on the trip up and down that strip which probably took less than an hour. I wonder how many had flats 24 hours a day for the five days. I know it was in that condition, and it did'nt look like they were half finished at 5. P.M. July 20th. We have had contract work done and lots of times you dont know what they are till you hire them. I'm sure your department would'nt sanction a thing like this if you knew it

Sincerely. Beth Wolters

RECEIVED
SEP 9 1964
FOR FI

Form No. 2-373

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name North Unit, Riley - Juniper Ridge Section
Date July 31, 1964
Highway Lakeview - Burns
Contract No. 6276
County Harney
Kind of Work Grading, Oil, & Struct.
Contractor Slate - Hall
Contract Amount $ 271,319.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity	Unit Price	Amount
3	Special Borrow Excavation, Unclassified	+11,418.1	0.40	4,567.24
4	General Excavation, Unclassified	- 7,650.4	0.70	- 5,355.28
17	Pit-Run Gravel in Base	-47,983.0	0.80	-38,386.40
18	3/4 - 0 Material in Base	296.6	3.75	1,112.25
19	Sprinkling	3,529.5	3.00	10,588.50
21	3/4 - 0 Material in Binder Course	306.0	4.95	1,514.70
23	MC-250 Asphalt	97.54	51.00	4,974.54
24	200-300 Asphalt	44.03	49.00	- 2,157.47
25	RS-2 Asphalt	110.00	52.00	- 5,720.00

Minor items, unitemized algebraic total -2,673.00

Subtotal $ -31,534.92

Approved work orders (Price, extra work and state force orders) $ 50,562.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
P.A. #1 Grid Rolled Cinders	8,201.20
E.W.O. #1	2,300.00
E.W.O. #2	- 369.65

Minor items, unitemized algebraic total - 10.92

Subtotal $ 10,120.63

Authorization for engineering $ 21,857.52

Expected over-run of engineering authorization $ 5,242.40

Costs not included above (explain) $ 0

Allowance for future contingencies (0 % of work remaining) $ 0

Credits to come from transfers and deductions $ 0

Present estimate of project cost $ 327,566.79

Brief Statement of principal causes of over-run:

Specified Pit-Run Gravel in Base proved unsuitable and cinders were substituted at an increased depth to compensate for difference in strength. Binder Course was placed at increased rate to carry traveling public thru the Winter months. Sprinkling quanity was underestimated in contract.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 307,371.38
Present estimate of project cost $ 327,566.79
Expected over-run (Amount) $ 20,195.41
Expected over-run (per cent) 6.57

Space to right of this line is for use of Salem office.

327,566.38

Submitted by: E S Thompson
E. S. Thompson Resident Engineer

Confirmed by: J [illegible] Asst
Division Engineer

Noted by: G. L. Hepker
Construction or Bridge Engineer

Noted by: Lloyd N. [illegible]
~~Deputy~~ or Assistant State Highway Engineer

State Printing 36710

RECEIVED
JUL 31 1964

FOR FILING
[illegible]

6576

July 30, 1964

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration to Mrs. V. J. Miller of Chico, California.

We experienced considerable difficulty for about a week during the construction of this project when the first lift of the oil mat was placed. This consists of 1-1/4" - 3/4" crushed rock and this particular material fractured in such shape as to be hard on tires. It was particularly noticeable as far as two-ply tires were concerned. As soon as the next lift of the mat was placed, the trouble disappeared and we have had no problem since.

For some reason, and this is difficult to explain, no trouble was encountered on the crushed rock base before the first lift of the oil mat was placed.

At any rate, I am sure this explanation will not satisfy Mrs. Miller, but I hand it to you for what it is worth. In the future, we will try some other procedure in this area in an effort to minimize this condition as much as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc R. L. Porter
Victor D. Wolfe
RLP:ms bbc

[illegible]
July 23/62

Hiway

Sir:

Traveling thru your wonderful State, from Lakeview to Fresno - you are making a new road near [illegible]. We ruined 2 brand-new tires going over the 1½ [illegible] and like many other motorists conclude you are making many people unhappy as the tires are so expensive. We in Calif. "think" of the motorists while making roads. Can't you do better for others? Thank you,

Mrs. O. J. Miller - 126 N. 4th Ave

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AUG - 6 1964

FOR FILING

9

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
[illegible]

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

[illegible]

Very truly yours,

[illegible]
State Highway Engineer

By

[illegible]
Chief Engineer

[illegible]
Division Office Endorsement

Date: [illegible]

[illegible]

None.

[illegible]
Division Engineer

By: [illegible]
Assistant Division Engineer

original copy to Young
8-6-64

NOTED
LLOYD P. SHAW

RECEIVED
JUL 27 1964
FOR FILING

July 24, 1964

Mr. Sidney A. King, Director
Public Relations
Oregon State Motor Association
600 S. W. Market Street
Portland, Oregon 97201

Dear Mr. King:

Thank you for your July 22 letter relative to the tire trouble experienced on the construction project on the Lakeview-Burns Highway just south of Riley.

This is a problem that has reoccurred in this section of the state and is attributable to the type of rock that is found in the area. The rock, after being produced at the crusher, contains sharp flint-like edges which can be hard on tires. It was particularly noticeable in the case of northbound vehicles which had been driving at high speeds and entered the project with hot rubber.

The Resident Engineer reports that a good share of the difficulty has been with modern cars equipped with two-ply tires. The trouble was experienced for about a week's duration, during the placing of the oil mat, but the work has now progressed to the stage where no further difficulty should be encountered. The Resident Engineer also reports that vehicles which travelled through the job at slow speeds did not encounter the trouble that those did which travelled at high speeds, but there were some exceptions to this.

Apparently, two-ply tires, while they may render good service on asphaltic concrete or portland cement concrete pavement, will not stand the gaff on certain types of crushed rock.

It is almost economically impossible to rely on other sources of aggregate for work in this vicinity. This would entail long haul and would up the cost of highway construction to a point where it probably would become almost impossible to accomplish.

We are indeed sorry that the condition existed and on future projects in this area, we will try to devise some means to reduce the inconvenience to motorists.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:me

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

OREGON STATE MOTOR *Association*

Affiliated with
AMERICAN AUTOMOBILE ASSOCIATION
Serving Motorists Since 1905

General Offices
600 S. W. Market Street • Portland, Oregon 97201
228-6201

July 22, 1964

Mr. Forrest Cooper, Highway Engineer
Oregon Highway Department
Highway Building
Salem, Oregon

Dear Mr. Cooper:

One of our members has reported an incident involving some 36 cars which sustained cut tires as a result of driving through highway construction on U.S. 395 just south of Riley.

He has suggested the possibility that crushed rock being used there was too sharp and that, if it is impossible to use a different type of rock, would it be possible to assure detours so motorists would not be forced to drive through such rock.

In view of the many similar complaints in recent years, it has occurred to me that it might well be the modern tires which are at fault, as in years past we did not hear of such trouble and all of us have driven many miles on crushed rock with no tire failure. It is my understanding that today's cars, at least those of the 1964 models, are being equipped with two-ply tires rather than the four-ply tires formerly used.

Has your department any information on this? In the event you have run into this situation, and you have found that modern tires are less able to withstand such driving, perhaps there should be a release issued to warn motorists of the danger of driving over crushed rock with tires of less than four-ply. Any thoughts on this?

Cordially yours,

OREGON STATE MOTOR ASSOCIATION

Sid

Sidney A. King, Director
Public Relations

SAK/ss

[illegible] letter [illegible] this [illegible] week.

Baxter

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICERS: Russell M. Colwell, *President* Warren A. McMinimee, *Vice-President* David L. Davies, *Treasurer* A. N. Weir, *Secy.-Manager* L. R. Knepper, *Assistant Manager*

DIRECTORS: Russell M. Colwell, *Chairman* George Annala, *Hood River* Edwin E. Cone, *Eugene* David L. Davies, *Portland* E. Robert de Luccia, *Portland* C. Edwin Francis, *Portland* John W. Snider, *Medford* E. Roy Jasmon, *Portland* Frank H. Loggan, *Bend* Warren A. McMinimee, *Tillamook* D. B. Simpson, *Portland* Chas. E. Snell, *Portland* Anthony Brandenthaler, *Baker* William E. Walsh, *Coos Bay* James J. Walton, *Salem*

RECEIVED
NOV 1963
FOR FILING

November 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the removal of cinder bombs on the N. Unit, Riley-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County, Contract No. 6276 in connection with Federal-Aid Project No. FLH-(4).

It is necessary to pick up and dispose of cinder bombs which were not crushed by the grid roller and could not be satisfactorily incorporated into the base surfacing.

This work was verbally recommended for approval by the BPR Area Engineer November 1, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb

Enc.

RECEIVED
NOV 12 1963

FOR FILING
6276

OSHD (L. P. SHAW)

9

Form PR-33X
(Rev. 5-60)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6)

Region No. 8	Report No. 3	County Harney		State Oregon
Date of inspection 9-23-63	Inspection made by R. A. Nichols, Asst Area Engineer			Project No. FLH-1(4)
In company with E. S. Thompson, Resident Engineer, OSHD				
Quality of work Satisfactory	Progress of work Satisfactory	Time elapsed 50 %	Work completed 61 %	Est. compl. end of month 65 %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

RILEY - JUNIPER RIDGE SECTION
LAKEVIEW-BURNS HIGHWAY
Grading, and Oil Mat Surfacing

(1) Completed work:

Clearing and grubbing	Complete except for final cleanup
Grading	Complete except for finishing the grade in the left half mile to blue tops.
Pipe culverts	Completed
Base (Bottom Course)	65% complete
Sta 0 to 26	50% complete
Sta 26 to 240	80% complete
Base 3/4" - 0	Material has been produced but none has been placed on the road.
Oil Rock	About 85% of the material has been crushed and stockpiled.

(2) Work in progress:

The crushing plant was producing oil rock.

A crew was excavating cinder base material from a borrow pit left of Mile Point 1.8 and placing it between Stas 0 and 26. The equipment being used consisted of two tractors with dozers at the borrow pit, six trucks hauling, one grader processing and a grid roller compacting.

Three tractors with dozers, two scraper units, one grader, one water wagon and a pneumatic roller with a vibratory roller was being used to excavate material from a borrow pit left of Stas 258 to 264 and place it between Stas 252 to 266.

A D8 tractor with scraper was dressing a borrow area left of Stas 186 to 195.

(more)

NOTED
LLOYD P. SHAW

EDITION OF 1-59 MAY BE USED

(3) Comments and recommendations:

The crushing crew is working two 8-hour shifts per day, five days per week. It is expected to complete the crushing of the oiling aggregates in the next two or three days.

The following subcontracts have been approved:

Subcontract with Hamilton and Thoms covering items 27 to 35, inclusive. Amount , $37,484 or 13.82 percent of the bid amount.

Subcontract with N. A. Toole Construction Company covering a portion of items 19, 21, and 22. Amount, $29,658 or 10.93 percent of the bid amount.

Subcontract with J. C. Compton Company covering the placing of items 21 and 22, and all of items 20, and 23 to 26, inclusive. Amount, $41,502 or 15.29 percent.

The total percent of bid subcontracted is 40.04.

The following Change Orders have been approved:

Extra Work Order No. 1 - covering the State's share of flagging costs. Estimated cost $1,000. Approval was limited to the cost of the flagging required in the Federal portion of the project.

Extra Work Order No. 2 - covering the cost of obliterating portions of the old roadway. Estimated cost $578.45.

Price Agreement No. 1 - covering the costs of substituting grid roller cinders for pit run gravel in base. The contract specifies that 12 inches of the base shall be constructed with pit run gravel. The special provisions lists a prospective source which the contractor chose to use. After approximately 4700 CY was removed it was ascertained that the fines of the remaining material in the pit did not meet LL, PI, or SE specification requirements. Diligent investigation revealed that this material was the best obtainable within a reasonable distance. Because of these conditions it was deemed advisable to substitute cinders for the pit run material. The contractor agreed to furnish cinders from a State owned source near the project at the same unit price as the pit run gravel. The agreed unit price included rolling by a grid type roller.

(more)

The project records which were reviewed indicate the materials incorporated into the project substantially meet specification requirements. In those cases where the tests indicated non-specification material, the project records show the disposition of the material and the corrective action taken by the contractor.

A progress record sample of the 3/4" - 0 base rock, 1 1/4 - 3/4", 3/4" - 1/2", 1/2" - 1/4" and 1/4" - 10 oil rock was obtained during this inspection. All the samples met specification requirements except the sample of 1 1/4 - 3/4" oil rock. The sample contained 79.0 percent of +3/4" material (85 - 100 specified). This sample was obtained from a stockpile and it is possible that it is not representative. Check samples will be obtained.

Measurements were not taken during this inspection because the work has not progressed to the point where additional measurements were justified.

Flagmen control the public traffic when needed.

RECEIVED
NOV 6 1963
OFFICE ENGINEERING
DIVISION

RECEIVED
NOV 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO
Cooper
BY DEPUTY STATE HIGHWAY ENGINEER
Your information

Salem, Oregon
September 5, 1963

6276

SUBJECT: N. Unit, Riley-Juniper Butte
Lakeview-Burns Highway
Contract No. 6276

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

Mr. Cooper's letter of August 29 to you concerning complaints of a Vernon L. Lippincott and your letter of August 29 to Mr. Morgan regarding an anonymous complaint to BPR Division Engineer Parson are returned herewith.

A copy of Division Engineer Dean Swift's report on these complaints is attached, which I believe adequately covers the matter.

John Walker had recently been over this job and was asked to record his observations. They are attached for further information.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

NOTED
[illegible]

RECEIVED
1963
OFFICE OF
STATE HIGHWAY ENGINEER

ED
COOPER

FORM E-30X—20M—11-61—40231

CONSTRUCTION DIVISION
RECEIVED
SEP 5 1963

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon
September 4, 1963

To: Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon

SUBJECT: Complaint of
Vernon L. Lippincott
N. Unit, Riley-Juniper Ridge Contract

It has been established at a meeting with the contractor's superintendent on the North Unit, Riley-Juniper Ridge Section, that the two letters forwarded from your office complaining about improper construction had to do with complaints from the same man, namely, Mr. Vernon Lippincott. Both Superintendent Rooney and Contractor Don Hall stated that Mr. Lippincott was an alcoholic, but a very good worker when sober. He quit this job in a dispute over wages and threatened both of these men with trouble from the union. The wage controversy had nothing to do with the rate of pay, but only that he wanted to be paid at a non-designated pay day in order to continue on the drunken spree he was on at that time.

An investigation of the allegations made by Mr. Lippincott are as follows:

No. 1 - Sage brush being placed in the fills; This job was cleared in a very good manner. The Bureau of Land Management refused to allow burning during this hot, dry weather, so what little sage brush they got from their clearing was buried in pits near the right of way line and away from the roadbed. They uncovered several of these pits for me to view and I enclose a picture of one of them. Also find a picture showing the cleared area to be occupied by the construction.

No. 2 - Improper stripping under light fills and of borrow pits; Borrow pits were cleared the same as the roadbed and under the light fills sage brush was even picked by hand. Nothing in this area requires stripping as this is a desert area with no fluff or vegitation. In other words after this desert country has been cleared the top foot of material is just as good as any.

No. 3 - Poor Compaction; Compaction was taken on this job and all tests are on file in this office, the Salem Office, and the Resident Engineer's Office. In all cases the required compaction was met by the contractor.

No. 4 - Breaking up of old surface; We tried breaking up the old oil surface before fills were made and ran into a wet spongy condition, so it was decided that we best leave the oil in place.

Dean Swift

Dean Swift
Division Engineer

DS/pp

Encl.

cc: E. S. Thompson

Taken at 68 - looking ahead on line. 6-27-63

6544

Clearing [illegible]
of [illegible]
[illegible].

[illegible] Eley. Juniper Ridge

Riley - Juniper Ridge

Decker -

I was over this project last friday Aug 30 and there was no indication of any thing out of line that had not already been examined. There was no strippings that I saw on any of the roadway. We already knew about the questionable base material.

I am not sure whether the old oil was removed under the new roadway but do not feel it would be out of line to leave it in place.

As far as compaction - some 87 tests have been made to date. Those which showed low compaction have been re-rolled and tested + have shown to be Ok. Compaction as seen visually is excellent.

There was no indication of any sage brush in the fills that I saw. There is of course as on any job Cleanup to be done. but project looked good! Traffic was having no trouble and all seemed to be going Ok

Salem, Oregon
August 29, 1963

R. L. Porter
Deputy State Highway Engineer
OFFICE

On this date, I received a call from Vernon L. Lippincott, who gave his present address as Burns, his permanent address as Route 2, Box 201, Dayton.

Mr. Lippincott stated that he was an equipment operator on a State Highway project on the Burns-Lakeview Highway just southerly of Riley. He stated that he did not believe the base rock would pass specifications. He stated that there was a violation of specifications in that the contractor was not required to strip the borrow pits. He further stated that when fills were placed over existing surfacing the old oiled surfacing was not broken up. I asked him why this should be done and he decided that he did not know.

I judge from some of his comments that he had apparently had some trouble with the contractor on the job and this might be a way of retaliation.

Please have an investigation made of this matter and a report made for me.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

FORM E-30 50M 5-62 43808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1963

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
OFFICE

REFERRED TO
Morgan
BY DEPUTY STATE HIGHWAY ENGINEER
Please let me know

On this date, I received a call from Vernon L. Lippincott, who gave his present address as Burns, his permanent address as Route 2, Box 201, Dayton.

Mr. Lippincott stated that he was an equipment operator on a State Highway project on the Burns-Lakeview Highway just southerly of Riley. He stated that he did not believe the base rock would pass specifications. He stated that there was a violation of specifications in that the contractor was not required to strip the borrow pits. He further stated that when fills were placed over existing surfacing the old oiled surfacing was not broken up. I asked him why this should be done and he decided that he did not know.

I judge from some of his comments that he had apparently had some trouble with the contractor on the job and this might be a way of retaliation.

Please have an investigation made of this matter and a report made for me.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc ~~Victor D. Wolfe~~

[illegible]

CONSTRUCTION DIVISION
REC
AUG 30 1963
NO. CE ACE ACE

RECEIVED
AUG 7 - 1963

FOR FILING
~~FLHP-1(4)~~

6276

477 Cottage Street N. E.
Salem, Oregon

August 5, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Lakeview - Burns Highway FLHP-1(4)
Riley - Juniper Bute Section
Contract No. 6276

For the reasons set forth in your letter of July 23, 1963 we concur in the elimination of the liquid limit, plastic limit, and sand equivalent requirements for the pit run gravel base material on the subject project.

NOTED
LLOYD P. SHAW

RECEIVED
AUG 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Young
8-7-63

RECEIVED
JUL 24 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Lakeview-Burns Highway
Riley-Juniper Butte Section
Contract No. 6276

ATTENTION: Mr. Gordon Brooks

Dear Sir:

On the Riley-Juniper Butte Section now under contract, a State-owned pit was specified as the source for pit run gravel base material. The material was tested by our Central Laboratory and found suitable for the use intended on this project. This project is in Harney County and located some 30 miles westerly from Burns on Highway #395. This is a high desert area with very little rainfall and a terrain such as to provide good drainage due to its rolling nature. Good natural materials of this nature are very scarce throughout the area. The pit run base material in question could be considered to be of a pea gravel nature with a maximum size approximately in the 1-1/2-inch area but the larger percentage being a 1/2"-0. This material was set up in the contract to be used as a bottom base material. A course of 3/4"-0 crushed material is to be provided as a top base material with finish surface being an 0-11 oil mat with binder.

Due to the nature and sizing of this material, it appears that we will encounter difficulty in meeting the project specifications in regard to liquid limit and sand equivalent requirements. Our laboratory tests show a liquid limit averaging near 30-33 which will be borderline and possibly failing due to the amount of fines. The sand equivalent requirements as set up cannot be met. There appears to be no problem with plastic material.

Through some error in writing the specifications, the liquid limit and sand equivalent as well as plastic index standard requirements were incorporated into the project. They should not have been placed in the project requirements.

Due to the previously mentioned area being one of an arid nature, no problems of water are anticipated which might cause failure. As no water is available for washing and a screening and blending method to alleviate the problem is costly due to the small sizing of the existing material, it is our contention that the liquid limit, plastic limit and sand equivalent requirements for this project should be eliminated or eased so that it will be economically practical to use this material which we contend is suitable as is for the use it is intended.

We therefore ask that you concur with the elimination of these requirements.

Very truly yours,

F. D. Morgan
Construction Engineer

By
G. L. Decker
G. L. Decker
Assistant Construction Engineer

JHW:fp

cc Lloyd Shaw ✓
Dean Swift

JUL [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 7-8-70	FOR R-2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE **Oregon**
		COUNTY **Harney**
PROJECT REPORT NO. **7**	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. **FLH-1(4)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395 0.5 mi. S. of Riley S. 4.7 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	3.377
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 170,678.00	$ 170,678.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
Asst. State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager
Date executed by Division Engineer July 17, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid
Project FLH-1(4)

[illegible]

[illegible]

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 18, 1963

Type Code 5231
Roadway (Sta. 28+20 to Sta. 70+22)(Sta. 88+29 to Sta. 131+08) (Sta. 187+28 to Sta. 2[illegible]+00) (Contract 6226)

Clearing and Grubbing	All Req. (66.7%)		$ 3,335.00
Drainage Excavation, Unclassified	210 cu.yd.	$ 3.00	630.00
Special Borrow Excavation Unclassified	13,200 cu.yd.	0.40	5,280.00
General Excavation, Unclass.	63,500 cu.yd.	0.70	44,450.00
Short Overhaul	141,200 yd.sta.	0.015	2,118.00
Long Overhaul	770 C-yd. sta.	0.45	346.50
Finishing Roadbed and Slopes	3.38 miles	800.00	2,704.00
12-inch Culvert Pipe	190 lin.ft.	2.75	522.50
18-inch Culvert Pipe	640 lin.ft.	4.25	2,720.00
24-inch Culvert Pipe	240 lin.ft.	5.50	1,320.00
36-inch Culvert Pipe	100 lin.ft.	9.25	925.00
Guide Posts, W-1	100 only	6.50	650.00
Type 1 Fence	45 rods	6.50	292.50
Pit-run Gravel in Base	33,250 cu.yd.	0.80	26,600.00
3/4"-0 Material in Base	4,820 cu.yd.	3.75	18,075.00
Sprinkling	1,650 M-gal.	3.00	4,950.00
Preparation of Base	3.38 miles	150.00	507.00
3/4"-0 Material in Binder Course	365 cu.yd.	4.95	1,806.75
Furnishing and Placing Aggregates	3,120 cu.yd.	5.75	17,940.00
MC-250 Asphalt	55 tons	51.00	2,805.00
200-300 Asphalt	245 tons	49.00	12,005.00
RS-2 Asphalt	70 tons	52.00	3,640.00
Extra for Oiling Approaches	8 only	50.00	400.00
			$154,022.25
Flagging (57½% of Contractor's Cost)	All Req. (60%)		$ 600.00
Signing	All Req. (60%)		540.00
			$ 1,140.00
	Subtotal		$155,162.25
	10% Engr. & Cont.		15,515.75
	Total		$170,678.00

Length of Roadway - - - - - - - - - - 3.377 Miles
Cost of Roadway per mile - - - - - -$50,541.30

Federal Funds -$170,678.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project FLH-1(4)

NORTH UNIT, RILEY-JUNIPER RIDGE SECTION OF THE LAKEVIEW-BURNS HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 8, 1963

Type Code 5231
Roadway (Sta. 28+20 to Sta. 70+02)(Sta. 88+29 to Sta. 131+08)(Sta. 187+28 to Sta. 281+00)

Clearing and Grubbing	All	Req. (66.7%)		$ 2,000.00
Drainage Excavation, Unclass.	210	cu.yd.	$ 3.00	630.00
Special Borrow Excavation, Unclassified	13,200	cu.yd.	0.40	5,280.00
General Excavation, Unclass.	63,500	cu.yd.	0.75	47,625.00
Short Overhaul	141,200	yd.sta.	0.01	1,412.00
Long Overhaul	770	C-yd.sta.	0.40	308.00
Finishing Roadbed and Slopes	3.38	mile	1,000.00	3,380.00
12-inch Culvert Pipe	190	lin.ft.	3.50	665.00
18-inch Culvert Pipe	640	lin.ft.	4.50	2,880.00
24-inch Culvert Pipe	240	lin.ft.	7.00	1,680.00
36-inch Culvert Pipe	100	lin.ft.	12.50	1,250.00
Guide Posts, W-1	100	only	7.50	750.00
Type 1 Fence	45	rod	6.50	292.50
Pit-run Gravel in Base	33,250	cu.yd.	1.50	49,875.00
3/4" - 0 Material in Base	4,820	cu.yd.	3.00	14,460.00
Sprinkling	1,650	M-gal.	2.50	4,125.00
Preparation of Base	3.38	mile	200.00	676.00
3/4" - 0 Material in Binder Course	365	cu.yd.	5.00	1,825.00
Furnishing and Placing Aggregates	3,120	cu.yd.	5.00	15,600.00
MC-250 Asphalt	55	ton	52.00	2,860.00
200-300 Asphalt	245	ton	50.00	12,250.00
RS-2 Asphalt	70	ton	52.00	3,640.00
Extra for Oiling Approaches	8	only	30.00	240.00
				$173,703.50
Flagging (57½% of Contractor's Cost)	All	Req. (60%)		$ 600.00
Signing	All	Req. (60%)		540.00
				$ 1,140.00
	Subtotal			$174,843.50
	10% Engr. & Cont.			17,483.50
		Total		$192,327.00

Length of Roadway - - - - - 3.377 Miles
Cost of Roadway Per Mile- - $56,952.02

Federal Funds - $192,327.00

RECEIVED
JUL 10 1963

FOR FILING

FLH-1(4)

6276

July 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering the obliteration of old roadway sections on the North Unit, Riley-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County, Contract No. 6276 in connection with Federal-Aid Project No. FLH-1(4).

This work is necessary to conform to the project plans. No contract item or funds were provided to cover it.

Approval for Federal participation on sections on forest lands was recommended by the BPR Area Engineer July 3, 1963. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH
L. H. Young
Office Engineer

DBP:es
Enc.

RECEIVED
JUL 12 1963
FOR FILING

10-62 46823

ELH-(W)

6276

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1963

SUBJECT: N. Unit, Riley-Juniper Ridge Section
Lakeview-Burns Highway
Contract No. 6276

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Work on the subject contract crosses land owned by the Federal Government and private ownerships. Federal participation on this project is and will be limited to those portions of the work to be done on Federal land.

Because of this limitation, it is imperative that extreme care be exercised in keeping accurate records and accounting of costs on the separation of participating and non-participating portions.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp

cc Lloyd Shaw ✓
E. S. Thompson

RECEIVED
JUL 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
LLOYD F. SHAW

RECEIVED
JUL 3 - 1963

FOR FILING

FLH-1(4)

6276

July 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the North Unit, Riley-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County, Contract No. 6276 in connection with Federal-Aid Project No.FLH-1(4).

Very truly yours,

Forrest Cooper
State Highway Engineer

By H.

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
JUN 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 10, 1963

08-35.2-0

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project FLH-1(4)
North Unit, Riley-Juniper Ridge Section
Grading & oiling

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6276 to Slate-Hall of Portland, Oregon, low bidder in the amount of $271,319.00 at the June 4, 1963 bid opening.

NOTED
R. L. PORTER

LLOYD P. SHAW

RECEIVED
JUN 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
6-12-63

RECEIVED
JUN 11 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FLH-1(4)

6276

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Slate-Hall
11655 S. W. Barbur Blvd.
Portland 23, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6276 for the following project:

Grading, oiling and structures on N. Unit, Riley-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County

This award was based on your low bid of $271,319.00 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAY 20 1963
FOR FILING

FLH-1(4)

6276

477 Cottage Street, N. E.
Salem, Oregon

May 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project FLM-1(4), North Unit, Riley-Juniper Ridge Section
Grading & Oiling

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that there has been no displacement of persons and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's May 10, 1963 letter except for one parcel on which negotiations are in progress or condemnation suits will be filed. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

NOTED
LLOYD P. SHAW

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach.
cc Gifford
5-20-63

RECEIVED
MAY 22 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FLH-1(8)

6276 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 10, 1963

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Riley-Juniper Ridge
Section
Lakeview-Burns Highway
Harney County

Dear Sir:

In response to the request from your office today, we make the following report of right of way status on the subject project. One file remains unclosed:

File No. 35494-Farm Development Company $150.

This file is in the process of condemnation and will be closed by the date of bid opening or within 10 days thereafter. It is needed for a quarry site, and its unavailability to a contractor for a short period of time would be in no way detrimental to the progress or cost of the project.

We have been unable to clear this site earlier because of negotiation with absentee owners. With the understanding that this tract will be available on or before June 15, 1963, we request a finding in the public interest which will permit bids to be received and opened on the project.

No displacement has been occasioned by the right of way taking for the project.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

NOTED
LLOYD P. SHAW

WTW:jjm
cc Forrest Cooper
Lloyd P. Shaw
L. H. Young
C. [illegible] Maison
L. I. Lindas

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FLH-1(4)
[illegible]

May 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Amended Status of Utility Adjustments
Letting of June 4, 1963
N. Unit, Riley-Juniper Ridge Section

Dear Sir:

The only utility on this project is located at the northerly terminus. It consists of a telephone line belonging to the Oregon-Washington Telephone Company which passes through the junction, parallel to and within the existing Central Oregon Highway right of way. This conflict should not interfere with construction, but if adjustment is necessary it will be non-reimbursable.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

FGP:bjh

cc: L. P. Shaw
L. H. Young
C. H. Maison
W. T. Wright

NOTED
LLOYD P. SHAW

[illegible] 1963
[illegible] ENGINEER

RECEIVED
MAY 17 1963

FOR FILING

[illegible]

477 Cottage Street N.E.
Salem, Oregon

May 7, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Public Lands Funds Program

We are approving the one project in Stage 2, construction phase, covering Public Lands allocations to Oregon for fiscal year 1964, submitted by Mr. Nash's April 23, 1963 letter. This approval is in accordance with PPM 24-1, paragraph 8b, and is effective this date. The project is detailed as follows:

Item	Project	Location	Work
5	PLH-1(4)	US 395, Riley-Juniper Ridge	Grade & oil mat

This program is in compliance with our Washington office's Allocation memorandum of January 23, 1963, which listed this allocation to Oregon as "U.S. 395" at $200,000, as previously furnished you.

This approval is with the understanding that you will improve to similar standards all sections within the project limits that are on private lands, without Federal participation, as noted on the Form PR-1. The total project will result in a 5.3 mile improvement, of which 3.4 miles will come under this Public Lands Funds project.

Authorization is hereby given to proceed with preparatory work for any utility adjustments required to advance this project to construction, in accordance with IM 30-3-61.

Public Lands Item No. 5, project PLH-1(4) provides for 3.4 miles of construction at a total estimated cost of $200,000, all of which is designated as Federal Public Lands Funds.

NOTED
LLOYD P. SHAW

RECEIVED
MAY 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
5-16-63

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	**FEDERAL-AID** (PPM

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 US 395 0.5 mi. S. of Riley S. 4.7 mi.	**ADT**	PRESENT 160	FUTURE (66) (70) 250	YEA (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Gr., Dr., Intermediate Type Surf.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Federal Lands Highway	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-A 40

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 395 0.5 mi. S. of Riley S. 4.7 mi. (N.Unit, Riley-Juniper Ridge Section)			
5					**ROW**					
5					**CONST** (CODE)			3.38	200,000	200,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.38	200,000	200,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

mi. 65	**ADT**	PRESENT 160	FUTURE (66) (70) 250	YEAR (71) (72) 80	REGION 08	STATE NAME Oregon	STATE CODE (2) (3) 35	APPN CODE (4) (9)	ITEM NO. (14) (18) 5

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 FLH-	NUMBER 7 1(4)	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) | DESIG. 27

ighway

COUNTY NAME: Harney — CODE (14) (16): 025

ROUTE NO.: FEDERAL-AID 405 (32) — STATE (36) — U.S. (37) 395 (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of .7						Gr., dr., intermed. type surface. 2-11' lanes, type O-11 oil mat surface with 4' shoulders.
per						ROW-100' normal; Access Control-none; Park.Restrictions-none; Utilities-adj. required including prep. work.
	3.38	200,000	200,000			
T S	3.38	200,000 (16) (23)	200,000 (24) (33)	REMARKS		

1-23-65

USCOMM DUSCOMM-DC 48905-P61

N. UNIT, RILEY-JUNIPER RIDGE SECTION

PROJECT NO. FLH-1(4)

Existing Facilities

Roadway:	Bituminous-surfaced roadway, two 10' lanes with 2' shoulders. This section was constructed under FLH 1-C.
Structures:	None.

Adjacent Sections

North End:	Two 10' lanes bituminous surface with 2' shoulders.
South End:	Two 10' lanes bituminous surface with 2' shoulders.

Project Data

Grade and drain, two 11' lanes, Type O-11 oil mat surfacing with 4' shoulders on approximately the same alignment with improved grades and easing of two horizontal curves.

The section of highway (approximately 0.5 mile in length) from the junction with the Central Oregon Hwy. and the sections within the project limits lying on private lands will be improved to similar standards as the FLH Project under the same contracts, except as a State Project, without Federal Aid. The State work, together with the FLH Project, will result in an improved section of highway extending from the Central Oregon Hwy. Junction southward 5.3 miles.

System Action, Railroads, Airports, Water Development - None involved.

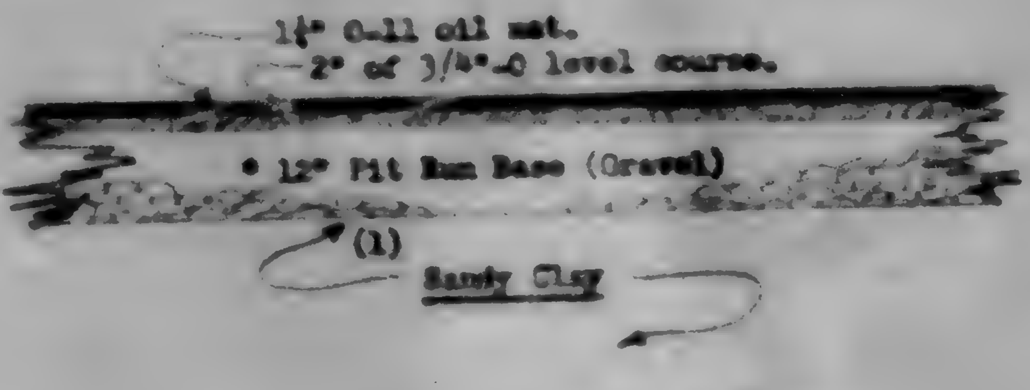
Public Hearings - None required.

[illegible] Highway [illegible] County: HARNEY Project: 13-[illegible]

Length of Project 6.0 miles EX M.P. 0.0 to EX M.P. 6.0 Date: 12-6-[illegible]

TYPICAL SECTION: Traffic Classif. - MEDIUM

Frost Penetration - 30"



(1)
Typical Soil

42	LL
18	PI
59	% P200
	(4% Red.)
3	% Gravel or Rock
4	% Coarse Sand
33	% Fine Sand
25	% Silt
35	% Clay
20	"R" Value (Corrected)

AASHO Classif. - A-7-6 (8)

NOTE:
The Typical Soil represents the poorest ~~material encountered along line.~~

Required Base & Bear. Crushed	Required Base & Bear. Not Crushed	Designed Base	Designed Base	
			1½	O-11
			2	Level
			12	Pit Run Base
3	15½		15½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer											
OSHD OP Adj W. of M.P. 0.5 (Representative test)	510865	2.[illegible]	Gravel	2.0"	14.7	4.2	21.8	- - -	31	5	Pit Run Base.

Submitted by [illegible]
Staff Assistant

Recommended by [illegible]
Asst. Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

cc ~~Deputy~~ Asst, State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Senior Engineer Division
Chief Locating Engineer
[illegible]

E. UNIT, RILEY - JUNIPER RIDGE
LAKEVIEW - BURNS HIGHWAY
HARNEY COUNTY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

Traffic Classification: MEDIUM ADT (Present) 300 ADT (1980) 600 % Heavy Vehicles 8%-10%
(NOTE: Increase classification one step for heavy logging use)

Soils Characteristics: See design chart attached

Weather: Frost Penetration 30"± Annual Precipitation ~~[illegible]~~ 10.90 (Burns [illegible])

Performance of Similar Pavements in Area: Good ______ *Fair X Poor ______
Remarks: *Where frost action has been anticipated and ample thickness of base and wear (one-half the reported frost penetration) has been placed.

Cost Comparisons: Not considered due to other factors.

Secondary Factors Governing Selection

Adjacent Existing Pavements: Oil mats have been used in this area successfully.

Stage Construction: No Problem.

Depressed, Surface, or Elevated Design: Surface.

Conservation of Aggregates: No Problem.

Stimulation of Competition: Not Appropriate.

Construction Consideration: No Problem.

Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not Appropriate.

Traffic Safety: Not a Factor.

Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:
Due to items 4 and 6, and0-11 oil mat wearing surface has been selected.

I-5-3(52) Goshen-Cottage Grove Sec., 1963
175 Pacific Hwy. (Roadside Improve.)
#6277

RECEIVED
FEB 14 1966

FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

Maison

TO 6:77 Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 9, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L R Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Federal Aid Project I-5-3(52)175 - Final Voucher
Audit Report 66-835-15

copy

Findings of Audit Report 66-835-5 disclosed an overpayment to the contractor of $240.00 for mulch materials. Mr. Maison's November 22, 1965 letter concurred in the finding and deduction from the Final Voucher. Total Participating Cost is reduced to $60,718.90 and the amount approved is reduced to $778.60 as indicated below:

Net Amount Claimed		$1,000.00
Less:		
Overpayment to Contractor	$240.00	
Pro Rata	92.25	-221.40
Net Amount Approved		$ 778.60

orig to Maison 2-10
copy to Young 2-11-66

RECEIVED
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

6277

March 24, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On March 11, 1965, we wrote to you concerning release of final payment on Contract No. 6277 awarded to Knight Pearcy for roadside improvement on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County.

Final payment on this contract is $3,044.04 and the total contract amount is $55,417.18, including $288.79 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
MAR 10 1965
FOR FILING

6277

March 10, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 3, 1964 on Contract No. 6277. The contract was with Knight Pearcy and was for roadside improvement on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on March 11.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

LPS:bjs

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER	WEEK ENDING February 28, 1965	
SECTION Goshen-Cottage Grove	SECTION PREFIX 620-1096	
HIGHWAY Pacific	COUNTY Lane	
NAME OF JOB Roadside Improvement	KIND OF WORK Planting & Seeding	
CONTRACTOR Knight Pearcy	CONTRACT NUMBER 6377	FEDERAL AID PROJECT NUMBER I-5-3(53)175
DATE OF CONTRACT July 10, 1963	DATE WORK STARTED July 24, 1963	ESTIMATED COMPLETION DATE June 3, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS 50	WORK DAYS USED 50
PROJECT AUTHORIZATION $ 63,743.05	ENGINEERING AUTHORIZATION $ 4,532.84	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING $ 59,210.22	ENGINEERING COST TO DATE $ 6,935.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 55,418.83	PERCENT OF AUTHORIZATION . . . . 153 %	
ESTIMATED PERCENT [redacted] UNDERRUN . . . . . 6.4 %	DATE PROJECT WAS COMPLETED. June 3, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Broken Clouds		
MONDAY	Light Showers-Clearing		NOTED JOHN R. OAKES
TUESDAY	Broken Clouds		MAR 1 1965
WEDNESDAY	Broken Clouds		
THURSDAY	Broken Clouds		☒ ☐ ☐ ☑ 6 COE
FRIDAY	Overcast-Showers		5
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	Final inspection made.
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	

REMARKS

Ray Olson, Jerry Lowder of B.P.R. and I made the final inspection of the job on Tuesday. Everything is satisfactory.

Job now complete. 3rd notice date will be that of February 23.

This will be the final report.

SIGNED Geary H. Worth

ADDRESS 2141 E. 15th Ave., Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAR 10 1964
FOR FILING

March 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3, covering the salvage and replanting of plants and reshaping slide areas on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 6277 in connection with Federal-Aid Project No. I-5-3(52)175.

Slides occurred after planting and mulching had been completed according to plans. Since the damage was caused by excessive rains before the plants had become firmly established and not through the contractor's negligence, it is the State's obligation to make reimbursement for the work.

This work was verbally recommended for approval by the BPR Area Engineer March 4, 1964. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

January 28, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-3(52)175, Goshen-Cottage Grove Section
Pacific Highway, Roadside Improvement
Order for Extra Work No. 2, Repair of damaged soil frames

Subject order is returned herewith approved, but we wish to comment further concerning the situation.

Attached photograph will describe damage better than words, showing the topsoil slumping within the frames as well as collapsing them. The slope in question varies from about 1-1/2 to 1 tapering to 0.5 to 1 immediately northerly of the structure.

Initial purpose of these frames was to provide a method of planting ground cover (ivy), which is expected to develop a root system adequate to hold the soil in two years, at which time the frames will no longer be considered necessary.

The utility grade lumber allowed under the special provisions is initially poor quality, with a substantial amount of dry rot, and an estimated life of two years would appear optimistic.

These conditions lead us to believe these installations as initially planned will provide more of a maintenance liability than anything else, and we would prefer to see any further work minimized and confined to assuring a permanent facility rather than attempting to grow plants where conditions are so unfavorable.

original to Young
with attach.
1-31-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 10 1964
FOR FILING

January 8, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering the repair of damaged retaining frames on the Goshen-Cottage Grove (Roadside Improvement) Section of the Pacific Highway in Lane County, Contract No. 6277 in connection with Federal-Aid Project No. I-5-3(52)175.

This work is necessary to repair storm damage to retaining frames. Heavy rain saturated the top soil and the 1"x4" frames could not support the added weight and allowed the bank to slide. The frames were constructed to our specification. It does not appear that the contractor should be held accountable for this failure.

This work was verbally recommended for approval by the BPR Area Engineer January 6, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
OCT 4 1963

FOR FILING

6277

October 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County, Contract No. 6277 in connection with Federal-Aid Project No. I-5-3(52)175.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:cr

Enclosure

RECEIVED
JUL 22 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR FILING 4/19	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Lane
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. I-5-3(52)175

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Goshen to Cottage Grove

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	12.973
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 62,320.00	$ 57,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd T. Shaw

Asst. State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: LR Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(58)175

GOSHEN-COTTAGE GROVE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1963

Item Code X005
Roadside Improvement (Sta. 45+00 to Sta. 730+00)(Contract 6277)

Clearing and Grubbing	All	Required		$ 4,200.00
Blade Grader	24	hours	$ 18.00	432.00
Tractor and Dozer	24	hours	17.00	408.00
Front End Loader	24	hours	19.00	456.00
Dump Trucks	32	hours	8.50	272.00
Furnishing and Placing Topsoil	3,330	cu.yds.	4.00	13,320.00
Soil Retaining Frames	1.1	M-FBM	1,000.00	1,100.00
4"x4" Welded Wire Fabric, 14 Gage	500	sq.yds.	0.15	75.00
Furnishing and Planting Trees	350	only	5.00	1,750.00
Furnishing and Planting Shrubs	6,900	only	2.00	13,800.00
Furnishing and Planting Hedge Plants	2,600	only	0.50	1,300.00
Furnishing and Planting Vines, Bearberry	10,400	only	0.37	3,848.00
Furnishing and Planting Trees, English Ivy	14,000	only	0.22	3,080.00
Furnishing and Planting Trees, Pointreyes Ceanothus	900	only	0.60	540.00
Roadside Seeding	20	acres	90.00	1,800.00
Grass Seed, Creeping Red Fescue	360	lbs.	0.30	108.00
Grass Seed, Chewings Fescue	240	lbs.	0.30	72.00
Grass Seed, Perennial Rye Grass	120	lbs.	0.10	12.00
Grass Seed, White Clover	80	lbs.	0.75	60.00
Inorganic Fertilizer, 10-16-8	130	cwt.	5.00	650.00
Organic Fertilizer	65	cwt.	5.50	357.50
Manure Fertilizer	185	cu.yds.	5.00	925.00
Mulch Material	380	units	15.00	5,700.00
Shingletow	55	bales	3.00	165.00
Preparation of Slopes	160	sq.yds.	3.00	480.00
Concrete Slab Riprap	160	sq.yds.	10.00	1,600.00
				$56,510.50
Flagging (57% of Contractor's Cost)	All	Required		$ 150.00
	Subtotal			$56,660.50
	10% Engr. & Cont.			5,659.50
	Total			$62,320.00

Length of Project - - - - - - - - - - - - - - -12.973 miles
Cost of Project per Mile- - - - - - - - - - -$4,803.82

Federal Funds - $ 57,300.00
State Funds - 5,020.00
$ 62,320.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(52)175

GOSHEN-COTTAGE GROVE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 2, 1963

Type Code Y005
Roadside Improvement (Sta. 45+00 to Sta. 730+00)

Clearing and Grubbing	All Required		$ 500.00
Blade Grader	24 hours	$ 20.00	480.00
Tractor and Dozer	24 hours	15.00	360.00
Front End Loader	24 hours	17.50	420.00
Dump Trucks	32 hours	10.00	320.00
Furnishing and Placing Topsoil	3,330 cu.yds.	2.50	8,325.00
Soil Retaining Frames	1.1 M-FBM	500.00	550.00
4" x 4" Welded Wire Fabric, 14 Gage	500 sq.yds.	1.50	750.00
Furnishing and Planting Trees	350 only	7.00	2,450.00
Furnishing and Planting Shrubs	6,900 only	3.00	20,700.00
Furnishing and Planting Hedge Plants	2,600 only	1.00	2,600.00
Furnishing and Planting Vines, Bearberry	10,400 only	0.32	3,328.00
Furnishing and Planting Vines, English Ivy	14,000 only	0.20	2,800.00
Furnishing and Planting Vines, Pointreyes Ceanothus	900 only	0.80	720.00
Roadside Seeding	20 acres	300.00	6,000.00
Grass Seed, Creeping Red Fescue	360 lbs.	0.40	144.00
Grass Seed, Chewings Fescue	240 lbs.	0.40	96.00
Grass Seed, Perennial Ryegrass	120 lbs.	0.30	36.00
Grass Seed, White Clover	80 lbs.	1.00	80.00
Inorganic Fertilizer, 10-16-8	130 CWT	5.00	650.00
Organic Fertilizer	65 CWT	5.00	325.00
Manure Fertilizer	185 cu.yds.	6.00	1,110.00
Mulch Material	380 units	13.00	4,940.00
Shingletow	55 bales	2.00	110.00
Preparation of Slopes	160 sq.yds.	2.00	320.00
Concrete Slab Riprap	160 sq.yds.	7.50	1,200.00
			$59,314.00
Flagging (57½% of Contractor's Cost)	All Required		150.00
	Subtotal		$59,464.00
	10% Engr. & Cont.		5,946.00
	Total		$65,410.00

Length of Project - - - - - - - - - - - 12.973 Miles
Cost of Project Per Mile - - - - - - - $6,042.01
5

Federal Funds - $60,000.00
State Funds - 5,410.00

$65,410.00

RECEIVED
JUN 26 1963
FOR FILING

6277

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 10, 1963

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project I-5-3(52)175
Goshen-Cottage Grove Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6277 to Knight Pearcy Nursery of Salem, Oregon, low bidder in the amount of $56,510.50 at the June 4, 1963 bid opening.

NOTED
ORTER

P. SHAW

RECEIVED
JUN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
6-12-63

RECEIVED
JUN 11 1963
FOR FILING

[illegible]

6277

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Knight Peercy Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6277 for the following project:

Roadside improvement on Goshen-Cottage
Grove Section of Pacific Highway in Lane
County

This award was based on your low bid of $36,510.50 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
T. D. Merchant
Mark Astrup

RECEIVED
MAY [illegible] 1963

FOR FILING

[illegible]

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr. May 13, 1963
Salem, Oregon

By:

A. W. Parsons, Division Engineer G. R. Brooks
08-35.2-0 Salem, Oregon District Engineer

Oregon Project I-5-3(52)175
Goshen-Cottage Grove Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that any displacement of persons was made prior to establishment of relocation assistance as indicated in Mr. Wright's May 6, 1963 letter.

RECEIVED
MAY 1 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach
cc Gifford
5-20-63

NOTED
LLOYD P. SHAW

21-1069 Mile Point 2 Slide Sec., Corvallis-Newport Hwy. (Grad. & Pav.) 1963

#6278

RECEIVED
JAN 10 1964

FOR FILING

January 9, 1964

US Fidelity & Guaranty Co.,
Portland Office
201 Oregon Bank Bldg.,
Portland 4, Oregon

Gentlemen:

On November 8, 1963, we wrote to you concerning release of final payment on contract #6278, awarded to Road & Driveway Co., for grading-paving the MP 2 Slide Section of the Corvallis-Newport Highway in Lincoln County.

Final payment on this contract is $2,939.43 and the total contract amount is $58,666.21, including $3,460.47 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Road & Driveway Co.,
P. O. Box 128
Newport, Oregon

cc: C. H. Maison
Attn.: John Herr

December 14, 1963

W. D. Loomis
Box 1193
Newport, Oregon

State Highway Dept.
Floyd Query
Salem, Oregon

Dear Sir:

This is to inform you that the J.M. Arenz Co. subcontractor on contract No. 6064 with Acme Const. Co., and contract No. 6278 with Road and Driveway Co. has paid in full his obligation to us as of December 5, 1963.

Yours Very Truly
Mrs. W. D. Loomis

AML;

File
please reply
F.Q.

RECEIVED
DEC 17 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
DEC 4 - 1963
FOR FILING

[illegible]

6278

December 3, 1963

U. S. Fidelity & Guaranty Company
Portland Office
Suite 201, Oregon Bank Building
Portland 4, Oregon

Attention: John L. Rieschel

Gentlemen:

In your letter of December 2, you inquire as to the status of a claim against Road and Driveway Company on our Contract No. 6278, your Bond No. 58790-12-659-63.

I believe we can best answer your inquiry by providing a copy of our letter dated October 18 to Mr. Wayne Loomis. We are not certain to which contract Mr. Loomis' claim applies and at this date we have had no word from him.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Att.

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
SUITE 201, OREGON BANK BUILDING
PORTLAND 4, OREGON
TELEPHONE: CAPITOL 7-0464

LOTUS M. CONSER
MANAGER

December 2, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Dear Sir:

Re: Road & Drive Way Co. - Bond #58790-12-659-63
Contract No. 6278

As surety under the above captioned contract covering grading and paving Mile Point 2 Slide Section, Corvallis-Newport Highway, Lincoln County, Oregon, it has come to our attention that a claim has been filed. The contractor is unaware of the claim, and our records do not indicate or give us any information as to the nature of the claim. As such, any information that you have would be most appreciated in order that we may make our investigation.

Very truly yours,

John L. Rieschel

John L. Rieschel
FIDELITY-SURETY-BURGLARY DEPT.

JLR:im
Enc.

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 8 November, 19 63

Section Mile Point 2 Slide

Kind of work Grading & Paving

Highway Corvallis-Newport County Lincoln

Section prefix 21-1069

Contractor Road & Driveway Co.

Contract number 6278

Date of contract 10 June, 19 63

Specified work days 60

Date work started 10 June, 19 63

Work days used 54

Project authorization $ 69,442.88

Exclusive of engineering $ 64,504.72

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $ 68,550.28

Estimated per cent ~~overrun~~ or underrun 1.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 4,938.16

Engineering cost to date $ 8,043.00, 162.9 %

Date project was completed 2 October, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All work on this project is completed, and the Semi Final Report is being submitted.

This is the final report.

CONSTRUCTION DIVISION
RECEIVED
NOV 12 1963
NOTED: ☑ CE ☑ ACE ☑ ALE ☑ COE

NOTED
JOHN R. OAKES

Signed

Address P. O. Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.41	0.41			0.41
Miles partially completed					
Miles completed	0.41	0.41			0.41
Total estimated quantities (contract)	17,800	3,820			1,550
Total quantities corrected to date	16,100	4,473			1,468
Estimated quantities moved or placed to date	16,100	4,473			1,468
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0	0			0
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	"		
Wednesday	"		
Thursday	Storm		
Friday	Rain		
Saturday			

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NOV 7 1963

FOR FILING

[illegible]

6278

November 6, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 2 on Contract No. 6278. The contract was with Road & Driveway Company and was for grading and paving on the Mile Point 2 Slide Section on the Corvallis-Newport Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 6, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
OCT 21 1963

FOR FILING

October 18, 1963

Mr. Wayne D. Loomis
Box 1193
Newport, Oregon

Dear Sir:

This is to acknowledge receipt of your statement, dated October 2, 1963, advising that J. M. Arenz Const. Co. owes you $2,365.00 for equipment rental.

Our records indicate that J. M. Arenz Co. is a subcontractor on the following contracts, which have not yet been completed:

Contract No. 6064 with Acme Const. Co., prime contractor, Portland, for grading, paving and structures on the South Unit, Siletz-Toledo Section of Siletz Secondary Highway in Lincoln County.
Surety - United Pacific Insurance Company.
Agent - Victor S. Risley Co., 223 Board of Trade Building, Portland 4, Oregon.

✓ Contract No. 6278 with Road & Driveway Co., prime contractor, Newport, for grading and paving on MP 2 Slide Section of the Corvallis-Newport Highway in Lincoln County.
Surety - U. S. Fidelity & Guaranty Company.
Agent - Gilkey Insurance Agency, 633 N. W. Coast, Newport.

Will you please inform us to which of the above contract or contracts your equipment rental applies?

The sureties, through their agents, furnished the performance bonds on these contracts which were given to assure completion of the contracts and payment of all bills incurred in them.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

If you wish to protect your claim it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

NOTED ON CARD
lc

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

(Loomis statement attached to #6064 letter)

Enc.

RECEIVED
SEP 11 1963

FOR FILING

[illegible]
1278

originals To Putnam
8-7-63

NOTED
LLOYD P. SHAW

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
SUITE 201, OREGON BANK BUILDING
PORTLAND 4, OREGON
TELEPHONE: CApitol 7-0464

LOTUS M. CONSER
MANAGER

[illegible] 1, 19[illegible]

[illegible]
[illegible], Oregon

Gentlemen:

Re: [illegible] Co. - [illegible]
[illegible]
[illegible]
[illegible], [illegible] Four

[illegible] on the above named contract, [illegible] consent to [illegible] & Guaranty Company [illegible] portions of the [illegible] to the [illegible] Construction Company [illegible] the Oregon [illegible] Company.

Very truly yours,

[illegible]

John L. [illegible]
Attorney-in-Fact

NOTED
LLOYD P. SHAW

U. S. F. & G.

Portland 152 (11-60)

RECEIVED
JUN 11 1963
FOR FILING

[illegible]

6278

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Road and Driveway Company
Box 128
Newport, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6278 for the following project:

Grade and pave on Mile Point 2 Slide
Section on the Corvallis-Newport Highway
in Lincoln County

This award was based on your low bid of $59,427.00 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
APR 22 1963

FOR FILING

21-1467

[illegible]

4-19-63

MEMO

DATE: April 19, 1963

SUBJECT: Slide Condition - Corvallis-Newport Hwy.

TO: Tom Edwards

FROM: John A. Phillips

Gerald Wimer, Assistant Division Engineer, reports at 9:45 a.m. this date--

Slide on Corvallis-Newport (U.S. 20) - 1 mile West of Blodgett:

Narrow one-way traffic open.

cc: V. D. Wolfe

NOTED
TOM EDWARDS

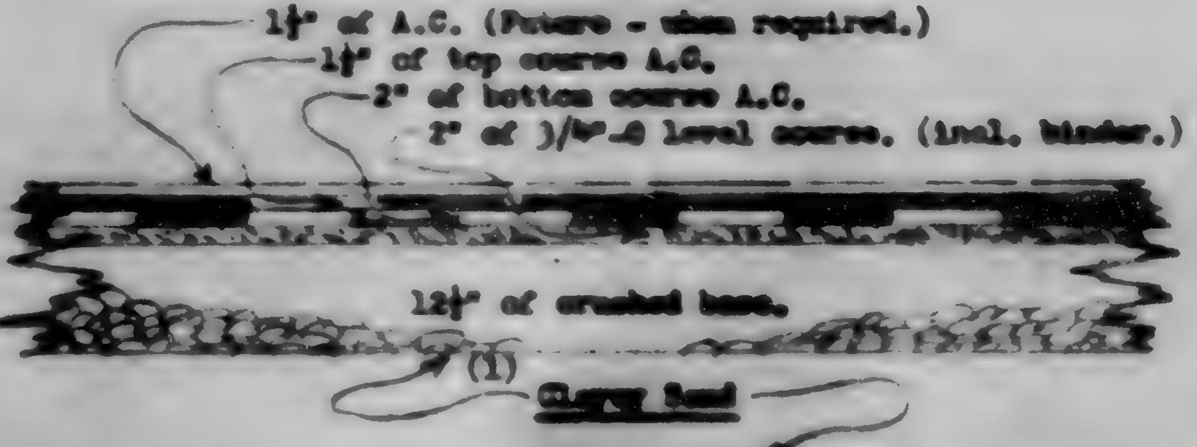
Maintenance Division
Oregon State Highway Department

RECEIVED
MAR 22 1963
FOR FILING

OREGON STATE HIGHWAY [illegible]
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section M.P. 2.0 Slide Correction
Highway Corvallis - Newport
County Lincoln
Res. Engr. M.R. Schwartz
Approx. Length of Project 0.4 miles.
Sta. M.P. 1.8 to Sta. M.P. 2.2
Prefix 21-1667
Date 3-13-63
[illegible]

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (Logging Area)



(1)
TYPICAL SOIL

41	LL
19	PI
49	% P200
	(86 Red.)
0	% Gravel
2	% Coarse Sand
41	% Fine Sand
28	% Silt
21	% Clay
30	"R" Value(Corrected)

AASHO Classif. - A-7-6 (4)

Other Traffic Classif.	Total Thickness Requirements
HEAVY	15½"
MEDIUM HEAVY	13"
MEDIUM	11"
LIGHT	9½"

Required Base Mix: Crushed	Required Base Mix: Non Crushed	Designed: [illegible]	Designed: Thickness	
			3½	A.C.
			2	Level
			12½	Cr Base
			18	Present
		Future	1½	A.C.
			19½	Future Total

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable materials source to be determined by the Engineer.											

NOTED
LLOYD P. SHAW

B.P.N.
cc Asst. State Highway Engineer
[illegible]

Submitted by [illegible]

PAVEMENT TYPE SELECTION

STATE HIGHWAY ENGINEER
MAY 31
RECEIVED

[redacted] Otter Crest
Lincoln County
Prefix A-5-

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 4000 1980 ADT 8000 % Heavy Vehicles
(NOTE: Increase classification one step for heavy logging use) (LOGGING AREA

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ______ Annual Rainfall 74"

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: Adjacent section, Beford Hill, identical surfacing thickness, in very good condition.

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6, an A. C. wearing surface has been selected.

22-1019 Clear Lake Jct. Sec., Santiam 1963
Hwy. (Grad. & Pav.)

#6279

RECEIVED
JAN 10 1964

FOR FILING

January 9, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $91.80 will be made to Morse Bros. Inc., on contract #6279 for grading-paving the Clear Lake Junction Section of the Santiam Highway in Linn County, as soon as the warrant is prepared.

The total amount paid on this contract will be $78,916.79, including the post-final payment. Of the total, $1,102.49 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Bros. Inc.,
P. O. Box 266
Lebanon, Oregon

cc: C. H. Maisen
Attn.: John Herr

RECEIVED
DEC 15 1963
FOR FILING

December 13, 1963

Morse Bros., Inc.
P. O. Box 266
Lebanon, Oregon

Attention: Mr. Bob Bellinger

Gentlemen:

Pursuant to two telephone conversations today regarding Item 14, Class B Asphaltic Concrete on Contract 6279, Clear Lake Junction Section, we have had the tickets submitted by the Resident Engineer rechecked.

We are enclosing the adding machine tape of the tickets made by T. E. Boehme, Checking Engineer, to enable you to check your tickets with our record. If discrepancies are found we will do our utmost to make proper adjustment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
NOV 21 1963
FOR FILING
[illegible]
6279

November 20, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 31 on Contract No. 6279. The contract was with Morse Bros. Inc. and was for grading and paving on the Clear Lake Junction Section of the Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 20, 1963.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

This matter will appear on the agenda for the Highway Commission meeting on November 22.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: Nov. 8, 1963
SECTION Clear Lake Junction		SECTION PREFIX 22-1019
HIGHWAY Santiam		COUNTY Linn
NAME OF JOB Clear Lake Junction	KIND OF WORK Grading & Paving	
CONTRACTOR Morse Bros., Inc.	CONTRACT NUMBER 6279	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 10, 1963	DATE WORK STARTED July 29, 1963	ESTIMATED COMPLETION DATE 10-31-63
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS 50	WORK DAYS USED 49
PROJECT AUTHORIZATION: $ 87,463.01	ENGINEERING AUTHORIZATION $ 6,219.59	PERCENT OF TIME ELAPSED 98
EXCLUSIVE OF ENGINEERING: $ 81,243.42	ENGINEERING COST TO DATE $ 5,400.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
~~ESTIMATED~~ COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 80,745.22	PERCENT OF AUTHORIZATION 86.8 %	100
ESTIMATED PERCENT: OVERRUN UNDERRUN - 0.58 %	DATE PROJECT WAS COMPLETED:	Oct. 31, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	None	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.57	0.57		0.57	0.57
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.57	0.57		0.57	0.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)		5,700		38C.Y. 6T.	1,800
TOTAL QUANTITIES CORRECTED TO DATE		5,310		40C.Y. 6T.	1,865
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		5,310(6 days)		40C.Y. 6T.	1,865
AVERAGE DAILY QUANTITIES		885			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete		Complete	Complete
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

TRUCTION DIVISION
RECEIVED
NOV 12 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final report.

Semi-final rec'd in Salem 12 Nov 63

SIGNED R. H. Clark R. H. Clark

ADDRESS P.O. Box 1249 Res. Eng'r.
Bend

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUN 17 1963

FOR FILING

22 1019

6279

June 14, 1963

Morse Bros.
P. O. Box 266
Lebanon, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded you State Highway Contract No. 6279 for grading and paving the Clear Lake Junction Section of the Santiam Highway in Linn County.

This award was made in consideration of your letter of June 6, 1963, in which you agreed to delete Item Nos. 15, 16, 17 and 18 from the contract, thus reducing your bid to $76,244.90. The deleted items cover oil rock which was to have been provided for the U.S. Forest Service.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

file

LEBANON SAND & GRAVEL CO. - MORSE BROS.

READY MIX CONCRETE
ASPHALT PAVING

EAST GRANT STREET • PHONE 258-3111 • P. O. BOX 266
LEBANON, OREGON

June 6, 1963

Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

We were advised today by Mr. Barbee of the Highway Department that our bid on the Clear Lake Section of Highway 20 for which we were the only bidder, was being considered for acceptance.

He advised us that you wish to delete items #15, 16, 17 & 18 which cover the oil rock to be stockpiled at Hoodoo Sky Lodge for the Forest Service.

This letter is to advise you that we would accept this contract with these particular items deleted.

Very truly yours,

MORSE BROTHERS

F. W. Morse

F. W. Morse
Partner

Porter

BB:jj

Parks

NOTED
L. PORTER

RECEIVED
JUN 10 1963
OFFICE ENGINEERING
DIVISION

RECEIVED
JUN 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 7 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 21 1963
FOR FILING

63-1011
-2349

1-18-63

Cross Referenced To:
[illegible]
[illegible]
[illegible]

LOCATION PROSPECTUS
CLEAR LAKE JUNCTION SECTION
SANTIAM HIGHWAY
LINN COUNTY
PREFIX NO. 22-1479

The following prospectus is submitted concerning the above-mentioned section of the Santiam Highway which is a State Primary Facility on the Forest Highway System and the Federal-aid Primary System. The westerly terminus is at M.P. 71.3 which point is 0.2 mile west of the existing Clear Lake-Belknap Springs and Santiam Highway junction. The easterly terminus is at M.P. 72.0 approximately 0.5 mile east of the existing junction. The overall length is 0.7 mile.

This will be a location survey to prepare plans, specifications and estimates for grading and paving in the construction of a channelized intersectinn. There are no towns affected by this project.

The general route follows the existing Santiam Highway widening sufficiently to accommodate the channelized area for a connection to the Clear Lake-Belknap Springs Highway. Soils investigations will be conducted. There are no special drainage problems. An economic analysis is not required.

The existing 1961 ADT is 510 and the projected 1981 ADT is 970. This will be a two-lane highway with a widened section at the junction with left turn refuge. The typical sections will consist of two 16-foot travel ways separated by a 16-foot median with 12-foot left turn lane. Shoulders will be 6 feet treated full width with a minimum 1-1/2 inches of asphaltic concrete.

Access will be controlled as to location, width and unrestricted as to land use. There are no railroad or major stream crossings.

The tentative base design for construction is:

Paving	3-1/2" AC
Top Course Base	2 " Level
Bottom Course Base	12 "
Total Depth	17-1/2"

(Base design subject to change upon completion of soils investigation.)

NOTED
[illegible]

Materials are available from local or State sources.

Agreements with the County will not be necessary.

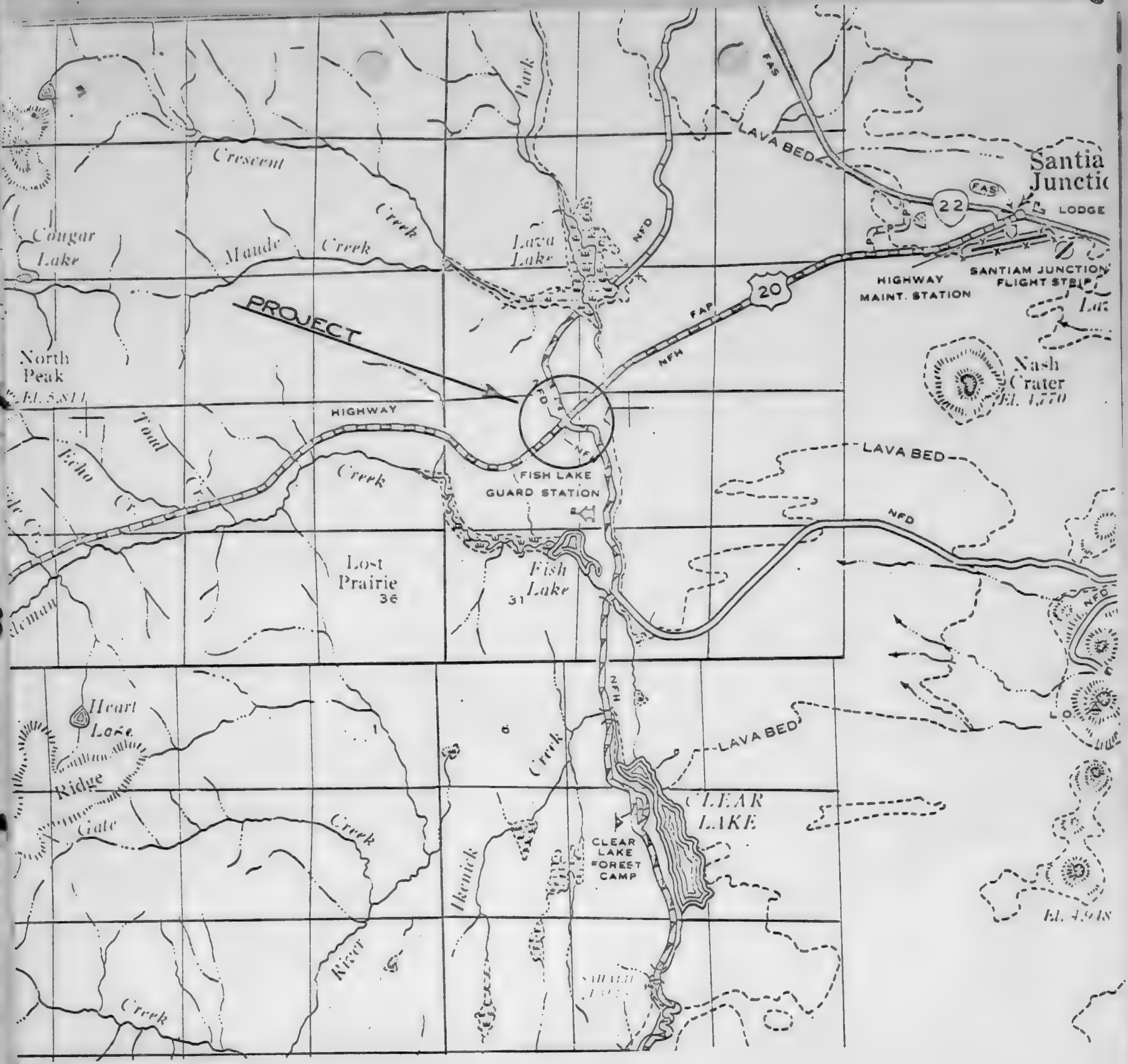
There are no State parks or roadside rest areas affected.

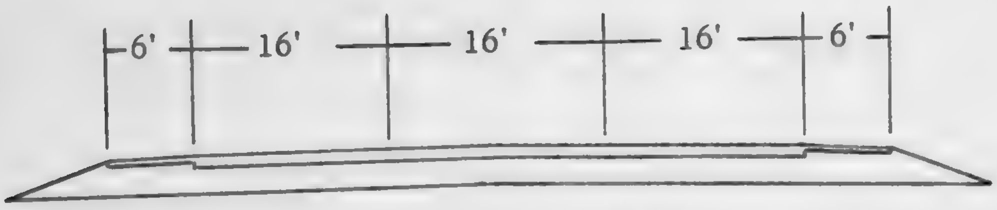
January 18, 1963

Attachment

cc: Forrest Cooper
R. L. Porter (2)
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
Carl Plog
Research Division
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JAN 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

LOCATION PROSPECTUS
CLEAR LAKE JUNCTION SECTION
SANTIAM HIGHWAY
LINN COUNTY

RECEIVED
JAN 8 1963
FORM E-30 50M 5-62 43908
FOR FILING
56-1-11
[illegible]

Const
[illegible]
McKenzie

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1962

SUBJECT: Junction of Clear Lake-Belknap Springs Section, US 26, with South Santiam Highway, US 20

To:

Mr. R.L. Porter
Assistant State Highway Engineer
Building

REFERRED
TO Shaw
FOR Discuss this with me
R. L. PORTER

As per your verbal request to me, I have reviewed the junction at the subject location recently completed by the Bureau of Public Roads.

The recently completed section of highway is a high speed highway carrying possibly 300 to 500 cars per day. This junction consists of a simple intersection with US 20 requiring all vehicles to negotiate a 56° curve. This type curvature is extremely dangerous because it is unexpected at the end of a high speed roadway.

I am submitting herewith three copies of a sketch map on which is shown a proposed addition to the recently completed junction. The cost estimate for this proposal is $69, 800.00. A field check indicates that the construction could very easily be done without a great deal of excavation being involved. Most of the traffic at this junction is to and from the east. The turn-back movement to the west is relatively minor and should offer no great problem if forced to negotiate the existing 56° curve which connects to US 20.

F.D. Morgan
Construction Engineer

By Gerald K. Attig
Gerald K. Attig
Urban Engineer

SHAW

GKA:jp
Attach

RECEIVED
NOV 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Barker has placed this on
State proj. list.
1-4-63

I-5-6(42) Union Ave.-Swift Rd. Interch. 1963
308 Structure "A" Minnesota Freeway
#6280 Sec., Pacific Hwy.

RECEIVED
AUG 11 1964
FOR FILING

August 11, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 13, 1964, we wrote to you concerning release of final payment on contract #6280, awarded to Inland Const. Co., for Structure "A" on the Union Avenue-Swift Road Interchange Unit of Minnesota Freeway Section of Pacific Highway in Multnomah County.

Final payment on this contract is $7,783.80 and the total contract amount is $150,094.27. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fc

cc: Inland Const. Co.,
6202 SE Harmony Road
Milwaukie, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 13 1964
FOR FILING

July 10, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 3 on Contract No. 6280. The contract was with Inland Construction Company and was for work on Structure "A", Union Avenue-Swift Road Interchange on the Minnesota Freeway Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on July 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
JUL 6 1964
FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
[illegible]
[illegible]
LEONARD I. LINDAS
CHIEF COUNSEL

5

June 9, 1964

Mr. [illegible] Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

This is to advise you that work was completed on June 3, 1964, on Contract [illegible], Structure "A", Union Ave.-Swift Rd. Intercn. on Minnesota Freeway in Multnomah County, in connection with Federal Aid Project No. I-5-6(42)306.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Ivan D. Merchant
Bridge Engineer

Bureau of Public Roads

Oregon Division Office

Date: [illegible]

Conditions Noted on above date:
None.

[illegible] Parsons
Division Engineer

By ______ Date ______
G. R. Brooks
District Engineer

cc: H. S. Cox

original To Young
att: D. Parker
7-2-64

NOTED
LLOYD P. SHAW

RECEIVED
JUL 22 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Multnomah
		PROJECT NO. I-5-6(42)308

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 0.2 mi. S. of North Portland Harbor

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 170,661.00	$ 157,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Asst. State Highway Engineer
(Title)

By ____________________
____
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XX By~~ A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Federal-Aid
Project No. I-5-6(42)308

Oregon State Highway Department

[illegible] "A" [illegible] ROAD INTERCHANGE ([illegible])

ON THE [illegible] COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon June 17, 1963

Type Code [illegible]
Structure "[illegible]" ([illegible]) (Contract [illegible])

Roadwork

Removal of Miscellaneous Concrete and Masonry	All	Req.		$ 500.00
Drainage Excavation, Unclassified	80	cu.yd.	$ 4.00	320.00
General Excavation, Unclassified	86	cu.yd.	2.00	172.00
8-inch Sewer Pipe	340	lin.ft.	2.20	748.00
Concrete Inlets, Type "[illegible]"	4	only	80.00	320.00
Type 2 Barricade	500	lin.ft.	4.00	2,000.00
Metal Median Barrier	230	lin.ft.	5.00	1,150.00
Rail End Pieces	12	only	6.00	72.00
Place Type 1 Barricade (New Wall)	230	lin.ft.	4.00	920.00
Salvage and Reinstall Type 1 Barricade	230	lin.ft.	3.00	690.00
Guide Posts, Type V-2	4	only	10.00	40.00
Salvage and Reinstall Flashing Beacon	All	Req.		200.00
1-1/2" - 0 Material in Base	50	cu.yd.	5.00	250.00
Class "B" Asphalt	20	tons	15.00	300.00
Asphaltic Concrete Traffic Markers, Type "[illegible]"	16	lin.ft.	5.00	80.00
				$ 7,762.00

Retaining Wall

Structural Excavation	110	cu.yd.	$ 3.00	$ 330.00
Structural Excavation below Elevation Shown	10	cu.yd.	5.00	50.00
Class "A" Concrete (28 cu. yd.)	All	Req.		1,700.00
Metal Reinforcement (3,100 lb.)	All	Req.		500.00
				$ 2,580.00

Structure

Shoring, Cribbing, etc.	All	Req.		$ 3,000.00
Structural Excavation	350	cu.yd.	$ 5.00	1,750.00
Structural Excavation Below Elevation Shown	40	cu.yd.	5.00	200.00
Furnish Treated Timber Piling	1,790	lin.ft.	1.70	3,043.00
Furnish Timber Piling	7,725	lin.ft.	0.60	4,635.00
Drive Timber Piles	134	only	68.00	9,112.00

Splice Timber Piles	117 only	$ 37.00	$ 4,329.00
Class "A" Concrete (662 cu.yd.)	All Req.		43,000.00
Metal Reinforcement (141,900 lb.)	All Req.		14,000.00
Structural Steel, Alternate "A" (277,300 lb.)	All Req.		50,000.00
Metal Parapet Railing	824 lin. ft.	4.00	3,296.00
8-inch Standard Steel Pipe	110 lin. ft.	5.00	550.00
Subtotal (Using Structural Steel, Alt. "A")			$136,915.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 1,000.00
Compacting Embankments (EWO)	All Req.		2,000.00
Moving Jiggs, etc. (EWO)	All Req.		1,500.00
Timber Piling (State-furnished)	All Req.		3,390.00
			$ 7,890.00
	Subtotal		$155,147.00
	10% Engr. & Cont.		15,514.00
(Using Structure Steel Alt. "A")Total			$170,661.00

Length of Structure —— 0.[illegible] Miles

Federal Funds -	$157,000.00
State Funds -	13,661.00
	$170,661.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

RECEIVED
JUL 2 9 1963

Form Approved; Budget Bureau No. 41-R2089

State

MONTHLY TRANSACTION NO. FOR FILING	FOR R-2 (REV. 6-61)	ATE Oregon
PROJECT REPORT NO. 5	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Multnomah
		PROJECT NO. I-5-6(42)308

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 0.2 mi. S. of North Portland Harbor

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 170,661.00	$ 157,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd W. Shaw

Asst. State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Federal-Aid
Oregon State Highway Department Project No. I-5-6(42)308

[illegible] "A" [illegible] (PORTLAND)

ON THE [illegible] COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon June 17, 1963

Type Code 3771
Structure [illegible] (Sec. [illegible] Stat. 18 Contract [illegible])

Roadwork				
Removal of Miscellaneous Concrete and Masonry	All	Req.		$ 500.00
Drainage Excavation, Unclassified	80	cu.yd.	$ 4.00	320.00
General Excavation, Unclassified	86	cu.yd.	2.00	172.00
8-inch Sewer Pipe	340	lin.ft.	2.20	748.00
Concrete Inlets, Type "[illegible]"	4	only	80.00	320.00
Type 2 Barricade	525	lin.ft.	4.00	2,100.00
Metal Median Barrier	230	lin.ft.	5.00	1,150.00
Rail End Pieces	12	only	6.00	72.00
Place Type 1 Barricade ([illegible])	230	lin.ft.	4.00	920.00
Salvage and Reinstall Type 1 Barricade	200	lin.ft.	3.00	600.00
Guide Posts, Type Y-2	4	only	10.00	40.00
Salvage and Reinstall Flashing Beacon	All	Req.		200.00
1-1/2" - 0 Material in Base	[illegible]	cu.yd.	5.00	250.00
Class "B" Asphalt	2[illegible]	tons	15.00	300.00
Asphaltic Concrete Traffic Markers, Type "1"	16	lin.ft.	5.00	[illegible].00
				$ 7,762.00
Retaining Wall				
Structural Excavation	110	cu.yd.	$ 3.00	$ 330.00
Structural Excavation Below Elevation Shown	10	cu.yd.	5.00	50.00
Class "A" Concrete (28 cu. yd.)	All	Req.		1,700.00
Metal Reinforcement (3,100 lb.)	All	Req.		500.00
				$ 2,5[illegible].00
Structure				
Shoring, Cribbing, etc.	All	Req.		$ 3,000.00
Structural Excavation	350	cu.yd.	$ 5.00	1,750.00
Structural Excavation Below Elevation Shown	40	cu.yd.	5.00	200.00
Furnish Treated Timber Piling	1,790	lin.ft.	1.70	3,043.00
Furnish Timber Piling	7,725	lin.ft.	0.60	4,635.00
Drive Timber Piles	134	only	68.00	9,112.00

Splice Timber Piles	117 only	$ 37.00	$ 4,329.00
Class "A" Concrete (662 cu.yd.)	All Req.		43,000.00
Metal Reinforcement (141,900 lb.)	All Req.		14,000.00
Structural Steel, Alternate "A" (277,300 lb.)	All Req.		50,000.00
Metal Parapet Railing	824 Lin. ft.	4.00	3,296.00
8-inch Standard Steel Pipe	110 Lin. ft.	5.30	[illegible]
Subtotal (Using Structural Steel, Alt. "A")			$136,915.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 1,000.00
Compacting Embankments (SWO)	All Req.		2,000.00
Moving Jiggs, etc. (SWO)	All Req.		1,500.00
Timber Piling (State-furnished)	All Req.		3,390.00
			$ 7,[illegible].00
Subtotal			$155,147.00
10% Engr. & Cont.			15,514.00
(Using Structural Steel Alt. "A") Total			$170,661.00

Length of Structure ——— 0.300 Miles

Federal Funds -	$157,000.00
State Funds -	13,661.00
	$170,661.00

State Funds for Construction: Chap. 125, laws 1927; Chap. 31, laws 1930;
Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

Federal-Aid
Project No. I-5-6(42)308

Oregon State Highway Department

STRUCTURE "A" UNION AVENUE-SWIFT ROAD INTERCHANGE (PORTLAND)

ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 7, 1963

Type Code X771
Structure "A" (Sta. LN 96+69.18)

Roadwork			
Removal of Miscellaneous Concrete and Masonry	All Req.		$ 1,000.00
Drainage Excavation, Unclassified	80 cu.yd.	$ 4.00	320.00
General Excavation, Unclassified	86 cu.yd.	2.00	172.00
8-inch Sewer Pipe	340 lin.ft.	2.50	850.00
Concrete Inlets, Type "B"	4 only	150.00	600.00
Type 2 Barricade	500 lin.ft.	5.00	2,500.00
Metal Median Barrier	230 lin.ft.	3.50	805.00
Rail End Pieces	12 only	5.00	60.00
Place Type 1 Barricade (New Rail)	230 lin.ft.	4.50	1,035.00
Salvage and Reinstall Type 1 Barricade	230 lin.ft.	2.00	460.00
Guide Posts, Type Y-2	4 only	9.00	36.00
Salvage and Reinstall Flashing Beacon	All Req.		100.00
1-1/2" - 0 Material in Base	50 cu.yd.	4.00	200.00
Class "B" Asphalt	20 ton	9.00	180.00
Asphaltic Concrete Traffic Markers, Type "L"	16 lin.ft.	2.00	32.00
			$ 8,350.00
Retaining Wall			
Structural Excavation	110 cu.yd.	$ 4.00	$ 440.00
Structural Excavation Below Elevation Shown	10 cu.yd.	4.00	40.00
Class "A" Concrete (28 cu.yd. $65.00)	All Req.		1,820.00
Metal Reinforcement (3,100 lb. $0.14)	All Req.		434.00
			$ 2,734.00
Structure			
Shoring, Cribbing, etc.	All Req.		$ 5,000.00
Structural Excavation	350 cu.yd.	$ 5.00	1,750.00
Structural Excavation Below Elevation Shown	40 cu.yd.	5.00	200.00
Furnish Treated Timber Piling	1,790 lin.ft.	1.75	3,132.50
Furnish Timber Piling	7,725 lin.ft.	0.90	6,952.50

Drive Timber Piles	134 only	$ 65.00	$ 8,710.00
Splice Timber Piles	117 only	40.00	4,680.00
Class "A" Concrete (662 cu.yd. $75.00)	All Req.		49,650.00
Metal Reinforcement (141,900 lb. $0.13)	All Req.		18,447.00
Structural Steel, Alternate "A" (277,300 lb. $0.23)	All Req.		63,779.00
Structural Steel, Alternate "B" (A-36 50,500 lb. $0.25) (A-441 138,600 lb. $0.27)	All Req.		50,047.00
Metal Parapet Railing	824 lin.ft.	6.00	4,944.00
8-inch Standard Steel Pipe	110 lin.ft.	14.00	1,540.00
Subtotal (Using Structural Steel, Alt. "B")			$155,053.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 1,000.00
Compacting Embankments (EWO)	All Req.		2,000.00
Moving Jiggs, etc. (EWO)	All Req.		1,500.00
Timber Piling (State-furnished)	All Req.		3,390.00
			$ 7,890.00
	Subtotal		$174,027.00
	10% Engr. & Cont.		17,402.00
(Using Structure Steel, Alt. "B")		Total	$191,429.00

Length of Structure - - - - - 0.000 Mile

Federal Funds -	$176,000.00
State Funds -	15,429.00
	$191,429.00

RECEIVED
JUN 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

6280
08-35.2-0

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 10, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(42)308
Structure "A", Union Avenue-Swift Road Interchange
Minnesota Freeway Section
Structure

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6280 to Inland Construction Co. of Milwaukie, Oregon, low bidder in the amount of $147,257.00 at the June 4, 1963 bid opening.

NOTED
R. L. PORTER

SIGNED
LLOYD F. SHAW

RECEIVED
JUN 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
6-12-63

RECEIVED
JUN 11 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6(43)308

6280

June 10, 1963

[illegible] Construction Co.,
6202 SE Harmony Road
Milwaukie 22, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963 awarded to you State Highway Contract No. 6280, for the following project:

> Union Avenue-Swift Road Interchange Structure "A", Minnesota Freeway Section of Pacific Highway in Multnomah County.

This award was based on your low bid of $147,257.00 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUN 3 - 1963
FOR FILING

I-5-6(42)308

6280

UNITED STATES GOVERNMENT

Memorandum

Stephenson
Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: May 27, 1963

FROM Mr. A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-0

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT Oregon Project I-5-6(42)308
Minnesota Freeway Section
Structure "A", Union Ave.-Swift Rd. Interchange

Our May 13, 1963 memorandum approved the P.S. & E. documents for the subject project.

Please be advised that we concur in the method of payment for the State furnished piling as outlined in Mr. Merchant's April 19, 1963 letter. The project is to be charged one dollar per foot for the piling actually furnished. Your May 7, 1963 preliminary estimate is considered to be revised to provide such payment rather than the lump sum of $3,390.00.

NOTED
P. M. STEPHENSON

RECEIVED
MAY 2[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Shaw
5-28-63
m

RECEIVED
MAY 20 1963

FOR FILING

I-5-6(42)3.7

6280

477 Cottage Street, N. E.
Salem, Oregon

May 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-5-6(42)308, Minnesota Freeway Section
Structure "A", Union Avenue-Swift Road Interchange

P. S. & E. documents for the subject project are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that any displacement of persons was made prior to establishment of relocation assistance as indicated in Mr. Wright's May 6, 1963 letter.

Authorization to advertise is given with the understanding that you will make any corrections found necessary following completion of our review of the plans and special provisions.

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Gifford with attach.
5-20-63

NOTED
LLOYD P. SHAW

I-5-6(44) Illumin. Instal., N. Shaver St.-1963
302 Morrison Br. Interch. Unit, East
#6281 Bank Fwy. Sec., Pacific Hwy.

RECEIVED
SEP 10 1965
FOR FILING

STATE COPY

Monthly transaction number 7-51	PR-2A -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number I-5-6 (44) 302 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-9-65	County Multnomah
		Project number I-5-6(44)302

6-81

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 18, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 91,820.69

Revised Federal funds $ 83,577.85

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 19 65.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

~~XXX~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

RECEIVED
JUL 22 1963
FOR FILING
7-16

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FOR -2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Multnomah
PROJECT REPORT NO. 5		PROJECT NO. I-5-6(44)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Shaver St. to Morrison Bridge (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	2.718
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 90,555.00	$ 83,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
Asst. State Highway Engineer
(Title)
By ______________________
____
(Title)
By ______________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L R Backlund
L. R. Backlund, Administrative Manager
Date executed by Division Engineer July 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid
Project No. I-5-6(44)302

NORTH SHAVER STREET–MORRISON BRIDGE INTERCHANGE SECTION (PORTLAND)
OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1963

Type Code X030
Illumination (Sta. 287+50 to Sta. 430+00)(Contract 6281)

Illumination Installation		$82,323.00
	Subtotal	$82,323.00
	10% Engr. & Cont.	8,232.00
	Total	$90,555.00

Length of Project - - - - - - - - - - - - - - 2.718 miles
Cost of Project per Mile - - - - - - - - - - - $33,316.77

Federal Funds -	$83,000.00
State Funds -	7,555.00
	$90,555.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-6(44)302

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION (PORTLAND) OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 8, 1963

Type Code Y030
Illumination (Sta. 287+50 to Sta. 430+00)

Illumination Installation		$104,000.00
	Subtotal	$104,000.00
	10% Engr. & Cont.	10,400.00
	Total	$114,400.00

Length of Project	2.718 Miles
Cost of Project Per Mile	$42,089.77

Federal Funds	$105,000.00
State Funds	9,400.00
	$114,400.00

RECEIVED
DEC 15 1964

FOR FILING

December 15, 1964

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On December 3, 1964, we wrote to you concerning release of final payment on Contract No. 6281, awarded to McIntyre Electrical, Inc., for illumination installation on the N. Shaver St.-Morrison Bridge Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $4,156.15 and the total contract amount is $82,665.23, including $522.23 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: McIntyre Electrical, Inc.
12005 North Burgard
Portland, Oregon

James E. Schram & Company
Woodlark Building
Portland 5, Oregon

Mr. C. H. Maison
Attn: John Herr

RECEIVED
DEC 3 - 1964

FOR FILING

6281

December 2, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 26 on Contract No. 6281. The contract was with McIntyre Electric Inc., and was for illumination on the North Shaver Street-Morrison Bridge Interchange Section on the East Bank Freeway (Pacific Highway) in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 2, 1964, and that you concur in this procedure at the Commission meeting on December 15.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
R. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. E. Johnson

bbc

FORM E-1 (REV 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER 9228	WEEK ENDING August 28, 1964
	SECTION Eastbank Freeway	SECTION PREFIX 626-1098
	HIGHWAY Pacific	COUNTY Multnomah
NAME OF JOB N. Shaver St. - Morrison Br. Unit	KIND OF WORK Illumination	
CONTRACTOR McIntyre Electrical Co.	CONTRACT NUMBER 6281	FEDERAL AID PROJECT NUMBER I-5-6(44)302
DATE OF CONTRACT June 10, 1963	DATE WORK STARTED July 25, 1963	ESTIMATED COMPLETION DATE Sept. 15, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS 60	WORK DAYS USED 45
PROJECT AUTHORIZATION $ 92,613.30	ENGINEERING AUTHORIZATION $ 6585.84	PERCENT OF TIME ELAPSED 75%
EXCLUSIVE OF ENGINEERING $ 86,027.54	ENGINEERING COST TO DATE $ 6600.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 90%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ "	PERCENT OF AUTHORIZATION 100%	
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	DATE PROJECT WAS COMPLETED Oct 26, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
			90%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

NOTED
JOHN R. OAKES

	WEATHER	HOURS DELAY	Workday Charge	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair	8	no	Work suspended by the engineer
TUESDAY	Showers	8	no	" " " " "
WEDNESDAY	"	8	no	" " " " "
THURSDAY	"	8	no	" " " "
FRIDAY	"	8	no	" " " " "
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	

REMARKS

Status: No change from previous week. The Banfield structure is still not complete to point lamp poles can be erected.

Anticipated: No work untill structure complete.

cc: Traffic Engineer

William E. Maltby

SIGNED William E. Ma tby, Res. Engr.

ADDRESS 5821 N.E. Glisan St. , Portland

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
NOV 29 1963

FOR FILING

FORM [illegible] 5-62 43908

6281

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 20, 1963

SUBJECT: Delay inDelivery
Street Lighting Poles
Eastbank Illumination Project

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

I have investigated the case of the delayed street lighting poles for the Eastbank Illumination Project in Portland. The delay resulted from the pole manufacturer submitting shop drawings to the Highway Department for checking. The following tabulation shows the unhappy story of how long it took this material to be processed and the dates involved:

Manufacturer to Contractor	August 23
Contractor to Resident	August 28
Resident to Metro	August 29
Metro to Bridge	August 30
Bridge to Traffic	August 30 (assumed)
Traffic to Bridge	September 13
Bridge to Metro	September 19
Metro to Resident	September 19
Resident to Contractor	September 20

The practice of submitting shop drawings by traffic signal and street lighting manufacturers has apparently been a hit and miss proposition in the past. All items used in traffic signal and illumination contract projects are standard catalog items, and there is no reason why shop drawings should be submitted through the Highway Department. This practice only results in delay on the delivery of materials.

We are taking steps immediately to include material, both on the standard detail sheet and in the special provisions, that will eliminate the necessity of checking drawings from the manufacturers.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:njc

RECEIVED
NOV 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUL 12 1963
FOR FILING

6281

July 11, 1963

Oregon State Highway Commission

Gentlemen:

An agreement with the City of Portland providing for construction, maintenance, and operation of illumination facilities on the North Shaver Street-Morrison Bridge Section of the East Bank Freeway is presented for your consideration.

Under the terms set forth in the agreement, the State will construct and maintain, as a Federal-aid project, all necessary illumination facilities. The City agrees to pay for all electrical energy consumed by the luminaire units.

Bids on the installation of illumination on this section were received June 4 and award was to McIntyre Electric, whose bid was in the amount of $22,323.

The agreement has been executed by the proper City officials, and your approval is recommended.

This matter will appear on the agenda of the July 18 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison

LPS:ajw bbc

RECEIVED
JUN 26 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 10, 1963

~~A. W.~~ Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-5-6(44)302
N. Shaver St.-Morrison Bridge Interchange Unit
East Bank Freeway Section
Illumination Installation

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6281 to McIntyre Electrical, Inc., of Portland, Oregon, low bidder in the amount of $82,323.00 at the June 4, 1963 bid opening.

NOTED
R. L PORTER

LOYD F. S

RECEIVED
JUN 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
6-12-63

RECEIVED
JUN 11 1963

FORM 2-T23

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

-281

June 10, 1963

McIntyre Electric
12005 North Burgard
Portland 3
Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6281 for the following project:

> Illumination installation on the North Shaver St.-Morrison Bridge Interchange Unit of the East Bank Freeway Section of Pacific Highway in Multnomah County.

This award was based on your low bid of $32,323.00 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Mercham

RECEIVED
JUN 5 - 1963
FOR FILING

I [illegible]

[illegible]

R. L. Porter

NOTED
R. L. PORTER

RECEIVED
JUN 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

ON PDP 90 6 3 63 11 06A

F B MORGAN

EASTBANK ILLUMINATION

BIDS ON THIS CONTRACT ARE TO BE OPENED TOMORROW. HOWEVER, THE CITY HAS NOT SIGNED THE AGREEMENT COVERING THE JOB. OUR BASIC AGREEMENT WITH THE CITY CALLS FOR US TO INSTALL AND MAINTAIN THE LIGHTS ON FREEWAYS AND FOR THE CITY TO PAY FOR ENERGY. LAST WEDNESDAY MAYOR SCHRUNK QUESTIONNED WHY THE CITY PYXX PAYS, AND CONSEQUENTLY NO ACTION WAS TAKEN. WE EXPECT WEDBESDAT XXXXX WE EXPECT THAT THE CITY WILL SIGN THE AGREEMENT THIS WEDNESDAY AND THREXX THEREBY SETTLE THE MATTER. HOWEVER, THE CONTRACT SHOULD NOT BE AWARDED UNTIL THE CITY DOES SIGN THE AGREEMENT.

F B KLABOE
SB
$.

RECEIVED
MAY 20 1963
FOR FILING
I-5-6(44)302
6281

477 Cottage Street, N. E.
Salem, Oregon

May 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-5-6(44)302, N. Shaver St. - Morrison Bridge
Interchange Unit, East Bank Freeway Section
Illumination Installation

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that any displacement of persons was made prior to establishment of relocation assistance as indicated in Mr. Wright's May 6, 1963 letter.

original To Young - with attach.
cc Gifford
5-20-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 6 - 1963

FORM E-30X—50M—10-62 46623

FOR FILING

I-5-6(44) 2-2

6281

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon
May 3, 1963

To: H. S. Cox
County & City Engineer
OFFICE

SUBJECT: State-City Agreement
Illumination Installation
East Bank Freeway - Portland

There are attached nine copies of a State-City Agreement covering the installation of luminaire units on the Shaver Street-Morrison Street Bridge Section of the East Bank Freeway in Portland. This is the standard agreement for freeway illumination in Portland wherein the State will make the installation and care for maintenance and the City will care for the power bills.

It is planned to let this to contract on June 4. Will you please care for the further processing of this agreement.

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAY 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1963
FOR FILING

I-5-6(44)

6281

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 18, 1963

SUBJECT: Preparation of State-City Agreement
Proposed Illumination Installation
East Bank Freeway

To: L. I. Lindas
Chief Counsel
OFFICE

On June 4, it is proposed to let a contract for the installation of luminaire units on the North Shaver Street-Morrison Bridge Interchange Section of the East Bank Freeway in Portland. It will be necessary that we have an agreement with the City of Portland covering the payment of power costs for the installation. Will you please prepare the agreement.

The following points should be covered in the agreement.

1. The highway involved is the Pacific Highway, No. 1 (I5).
2. The section involved is the North Shaver Street-Morrison Bridge Interchange Section.
3. The State will mkae the installation and pay all costs thereof.
4. The State will maintain the luminaire units and all relamping will be done on a 12,000 hour or three-year group replacement basis.
5. The City shall pay for all electrical energy consumed by the luminaire units.

There is attached plans covering the proposed installation. If after preparation you will submit the agreements to this office, we will check them and care for further processing.

F. B. Crandall
Traffic Engineer

RECEIVED
APR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

VPJ:pk
Attachments
cc: Tom Edwards
H. S. Cox

NOTED
TOM EDWARDS

26-1099 Washington Co. Line-Hillsdale 1963
Sec., Beaverton-Hillsdale Hwy.
#6282 (Paving)

RECEIVED
SEP 9 1963

FOR FILING

September 6, 1963

Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Gentlemen:

On August 28, 1963 we wrote to you concerning release of final payment on contract #6282, awarded to Cascade Const. Company, for paving the Wash. Co. Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

Final payment on this contract is $1,669.31 and the total contract amount is $55,709.94, including $146.23 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Cascade Construction Company
Ft. of S.W. Abernathy Street
Portland 1, Oregon

Hugh Lacey Insurance, Inc.
1308 S.W. Alder Street
Portland 1, Oregon

C. H. Nelson
Attn: John Herr

RECEIVED
AUG 28 1963

FOR FILING

[illegible]
6282

August 27, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 14 on Contract No. 6282. The contract was with Cascade Construction Company and was for paving on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 27, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #8

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 17, 1963

Section Washington County Line-Hillsdale
Highway Beaverton-Hillsdale County Multnomah
Contractor Cascade Construction Co.
Date of contract June 10, 1963
Date work started June 25, 1963
Project authorization $72,104.11
Exclusive of engineering $66,969.59

Kind of work Paving
Section prefix 26-1099
Contract number 6282
Specified work days 45
Work days used 27
Per cent of time elapsed 60.0 %

Estimated cost of completed project, exclusive of engineering $56,286.45
Estimated per cent underrun . . . . 15.95 %
Per cent of contract completed, based on estimated cost . . . . 99.1 %
Engineering authorization $5,134.52
Engineering cost to date $5,134.52, 100 %
Date project was completed August 14, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked part of one day this week and rerolled the two sections where our core s indicated less than 92% compaction. Contractor's signs at each end of the job were removed, and work is completed.

One man spent two days in office preparing the semi-final estimate.

This will be the final weekly report for this project.

NOTED

AUG 29 1963

Signed Roy T. Heinz Roy T. Heinz, Res. Eng'r.
Address Box 4727, Sellwood Sta., Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					2.29
Miles partially completed					
Miles completed					2.29
Total estimated quantities (contract)					10,850 tons
Total quantities corrected to date					9,508.80
Estimated quantities moved or placed to date					9,508.80
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Ptly. Cldy		
Thursday			
Friday			
Saturday			

RECEIVED
JUL 24 1963
FOR FILING

Salem, Oregon
July 23, 1963

Increase in Authorization

Roy T. Heinz
Resident Highway Engineer

This is to advise you that at its meeting on July 18, 1963, the Highway Commission approved an increase of $8,491.00 in project authorization on Contract No. 6282, Washington County Line - Hillsdale Section of the Beaverton - Hillsdale Highway in Multnomah County.

The new authorization for construction is $72,104.11. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

cc: A. E. Johnson

DMP:pas

RECEIVED
JUL 15 1963

FOR FILING

July 12, 1963

Oregon State Highway Commission

Gentlemen:

Contract No. 6282, held by Cascade Construction Company of Portland, is part of the current State construction program. It covers paving of the Beaverton-Hillsdale Highway from a point east of the Washington County line to Hillsdale.

As originally scheduled, the project would have extended from the county line to Hillsdale, but due to apparent lack of funds, it was curtailed by about 1900 feet on the westerly end to keep costs below $75,000.

The low bid on this project was below that anticipated, resulting in a project authorization of $63,613. It would be very advantageous to extend the project westerly 1900 feet to the county line, with the result that a revised project cost will be $72,104. This overrun of project authorization is presented for your consideration. The amount of overrun is $8,491 or 13.35 per cent.

In view of the need for paving the remainder of the section to the county line, and since the extension of the project to that point will not exceed the originally scheduled amount, your approval is requested.

This matter will appear on the agenda of the July 18 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

Form No. [illegible]

RECEIVED
AUG 2 - 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Wash. Co. Line - Hillsdale Sect. Date 6-2[illegible], 1963

Highway Beaverton - Hillsdale Contract No. 6282

County Multnomah Kind of Work Paving Contractor Cascade Conc't.

Contract Amount $55,[illegible]45.00

6282

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized: Class "B" Asph Conc.	1350 Tons	5.59	7,5[illegible]6.50

Minor items, unitemized algebraic total 90.00

Subtotal 7,636.50 $7,636.50

Approved work orders (Price, extra work and state force orders) $2,7[illegible]0.00

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total

Subtotal $

Authorization for engineering $[illegible],5[illegible]3.00

Expected over-run ~~or under-run~~ of engineering authorization $610.92

Costs not included above (explain) Unused Cont. $1,[illegible]6[illegible].53

Allowance for future contingencies (4.5 % 7,636.50 ~~of work remaining)~~ $[illegible]3.64

Credits to come from transfers and deductions $

Present estimate of project cost $7[illegible],[illegible]4.19

Brief Statement of principal causes of over-run: Extension of project westerly to Wash. Co. Line, a distance of 1,897 ft. This increased the AC tonnage 1,350 tons, the [illegible]-2 an additional 1.5 tons.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$63,613.13
Present estimate of project cost	$72,104.19
Expected over-run (Amount)	$8,[illegible]91.06
Expected over-run (per cent)	13.35

Space to right of this line is for use of Salem office.

Submitted by: Roy T. Heim Resident Engineer

Confirmed by: Kersey Division Engineer

Noted by: ACSF Construction or Bridge Engineer

Noted by: ~~Deputy~~ Assistant State Highway Engineer

State Printing 89719

Contr # 6282, Prof 26-1089

Form E 256 7-62

OREGON STATE HIGHWAY DEPARTMENT MONTH

Section Wash Co. Line Hillsdale
Kind of work Paving
Contractor Cascade Construction Co
County Multnomah
Highway Beaverton-Hillsdale
Date of award June 20, 1963

Item	Unit	Unit Price	Original Authorization		Estimate Corrected to Date	
			Quantity	Amount	Quantity	Amount
1. Adj. of Inlets	each	30 00	25	750 00	25	750 00
2. Adj. of Water Valve Boxes	each	15 00	8	120 00	8	120 00
3 Adj. Vehicle Detectors	Lump Sum	450 00	All	450 00	All	450 00
4. Sprinkling	M-Gal	5 00	4	20 00	4	20 00
5 Class "B" Asph Conc	Ton	5 59	9,500	53,105 00	10,850	60,651 ~~00~~ 50
6. RS-2 Asphalt	Ton	60 00	10	600 00	11.5	690 00
Flagging, State Share (EWO#1)				1,000 00		1,000 00
Adj. Manholes SFC#1 (241)				500 00		500 00
Contingencies				2,544 53		1,508 17
Engineering				4,523 60		5,134 52
P.A.#1 3/4"-0 Rock for shldrs	C.Y	3 20			400	1,280 00
Totals				63,613 13		72,104 19

(a)

(b) 13.35%

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".

Do not include "materials on hand" in any amounts shown on this form

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JUL 1 - 1963

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1963

SUBJECT: **Washington Co. Line-Hillsdale Section**
Beaverton-Hillsdale Highway
Contract No. 6282

To:

Mr. A. E. Johnson
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Approval has been granted to extend the limits of the subject project to the original programmed estimate of $75,000 and the addition of the 3/4"-0 shoulder material as requested in your letter of June 11.

Please submit the necessary documents to cover this work.

F. D. Morgan
Construction Engineer

By
G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp

cc Lloyd Shaw
Roy T. Heinz

NOTED —
LLOYD P. SHAW

[illegible]
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
June 11, 1963

CONSTRUCTION DIVISION
RECEIVED
JUN 12 1963
NOTED

SUBJECT: Washington County Line-Hillsdale
Section
Beaverton-Hillsdale Highway

To Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: Mr. D. J. Barbee

As you know the subject contract project was originally scheduled for an overlay from the Washington County Line through to Bertha Boulevard. This section, however, was reduced in length by approximately 1900 feet on the westerly end in order to stay within the $75,000 which was programmed for this project.

It now appears that this project authorization, on the basis of the low bid received, will be approximately $63,613. This leaves a balance of approximately $11,380 remaining and we highly recommend that this project be extended to original limits, that is, the Washington County Line, since this section is equally in need of an overlay.

It is estimated on the basis of the average per station cost based on the total contract authorization, that the extended project will cost very near the $75,000 originally scheduled.

Also in connection with this project there is some shoulder work to be done in addition to the preparation indicated in the contract. Many of the shoulders need some building up with 3/4"-0", to restore the standard shoulder slope. It was originally planned to do this work with our own maintenance forces. However, it appears that it will be possible to add the necessary rock by utilizing some of the contingency allowance. Although the total quantity of rock necessary has not yet been entirely determined, it is estimated that it will take approximately 400 cubic yards to bring these shoulders up to the desired slope.

Our resident engineer has contacted the contractor, Cascade Paving Company, and has obtained a tentative price of $3.20 per cubic yard for adding this shoulder material.

Please advise your approval on the addition of this rock by a Price Agreement, and also the extension of this project to the Washington County Line.

A. E. Johnson
Division Engineer

NOTED
LLOYD P. SHAW

by C T Keasey

C. T. Keasey
Assistant Division Engineer

CTK:gp
cc: Mr. Roy Heinz

RECEIVED
JUN 11 1963
FOR FILING
-1084
6282

COMMISSIONERS
GLENN [illegible]SON, [illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Cascade Const. Co.,
Foot of Abernathy Street SW
Portland 1, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963 awarded to you State Highway Contract No. 6282 for the following project:

Paving the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

This award was based on your low bid of $55,045.00 which was submitted to the Commission on June 4, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SLAC)

26-1001 Highlands Interch.-Jefferson 1963
St. (Portland Sec., Sunset Hwy.
#6283 (Median Barrier)

RECEIVED
NOV 1 2 1963
FOR FILING

31-1301

[illegible]

November 8, 1963

Oregon Automobile Insurance Co.,
501 Equitable Bldg.,
Portland 4
Oregon

Gentlemen:

On October 8, 1963, we wrote to you concerning release of final payment on contract #6283, awarded to Vern Hoaglin Const. Co. Inc., for median barrier on the Highlands Interchange Section (Jefferson St. in Portland) on the Sunset Highway in Multnomah County.

Final payment on this contract is $2,352.85 and the total contract amount is $42,830.84, including $1,168.72 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Oregon Automobile Ins. Co.,
Leonard Adams, Insurance
11470 SW Canyon Road
Beaverton, Oregon

cc: Vern Hoaglin Const. Co. Inc.,
P. O. Box 248
Beaverton, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 8 1963

FOR FILING

6283

October 7, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 20 on Contract No. 6283. The contract was with Vern Hoaglin Construction Company, Inc., and was for median barrier on the Highlands Interchange-Jefferson Street (Portland) Section of the Sunset Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 7, 1963.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: October 4, 1963

SECTION: Highland Interchange-Jefferson St. (Portland)

SECTION PREFIX: 26-1001

HIGHWAY: Sunset

COUNTY: Multnomah

NAME OF JOB: Highland Interch.-Jefferson St. (Portland)

KIND OF WORK: Median Barrier

CONTRACTOR: Vern Hoaglin Const. CO.

CONTRACT NUMBER: 6283

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 10, 1963

DATE WORK STARTED: June 26, 1963

ESTIMATED COMPLETION DATE: September 20, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 60

WORK DAYS USED: 50

PERCENT OF TIME ELAPSED: 83

PROJECT AUTHORIZATION: $ 50,947.88

ENGINEERING AUTHORIZATION: $ 3,622.96

EXCLUSIVE OF ENGINEERING: $ 47,324.92

ENGINEERING COST TO DATE: $ 3,064.98

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95.8

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 44,565.34

PERCENT OF AUTHORIZATION: 84.6 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.8%

DATE PROJECT WAS COMPLETED: September 20, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.5				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.5				
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY	"		
WEDNESDAY	"		
THURSDAY	Cloudy		
FRIDAY	"		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Price Agreement for cost of moving electric servive and conduit has been submitted to the contractor.
Semifinal estimate was submitted to Division office this week

No weekly reports will follow.

SIGNED Roy W. Pyle

ADDRESS

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

9

RECEIVED
JUN 11 1963
FOR FILING

6283

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 10, 1963

Vern Hoaglin Const. Co. Inc.,
P. O. Box 248
Beaverton
Oregon

Gentlemen:

The State Highway Commission on June 10, 1963 awarded to you State Highway Contract No. 6283 for the following project:

Median barrier on the Highlands Interchange-Jefferson Street (Portland) Section of Sunset Highway in Multnomah County.

This award was based on your low bid of $42,187.00 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

27-1064 Baskett Slough-Rickreall Sec., 1963
Pacific Hwy. West (Grad. & Pav.)
#6284

FORM L-30 50M 3-60 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1963

SUBJECT: Asphaltic Concrete Pavement Overlays

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

This report concerns mainly four projects of a comparable nature where AC pavement was placed over existing concrete pavement. Each project will be considered separately regarding existing conditions prior to construction, problems of construction, controls used, and observed results. The projects are as follows:

I. REX HILL-NEWBERG SECTION, PACIFIC HIGHWAY WEST, C. C. Meisel, Prime Contractor, Babler Bros., Paving Subcontractor. Length, 3.21 miles. Grading and Paving.

(a) Section prior to construction was a two-lane portland cement concrete pavement. Pavement was somewhat out of shape throughout with the major distortion being at the easterly hill portion of the project.

(b) The specifications required widening to a four-lane section with a 19-inch base course on the portions outside the existing PCC pavement. A minimum of a 1-1/2-inch layer of AC pavement was to overlay the old PCC pavement and a thickness of 3-1/2 inches of AC pavement on the balance of the travel lanes.

(c) According to the Resident Engineer, there were no problems encountered out of the ordinary on the grading and surfacing operation. Specified compactions as required were obtained on both the grading and surfacing.

(d) Crushing and AC plant operations were normal.

(e) Contractor - Engineer relations were also reported normal.

(f) There was no specification regarding a patching course for leveling the existing PCC pavement. However, the Resident Engineer required the contractor to machine patch in several out of shape areas. Estimated total length of patching was approximately 1,000 lineal feet.

(g) As this was an overlay, grades were to be established as close as practical to the existing PCC pavement. These grades were established by multiple line profiles which would best fit the existing pavement.

(h) Construction grade control for the bottom or base lift of the AC pavement was established by setting grade stakes. The top of these stakes being set to elevations as determined by the previously calculated grade lines. The pavement laying machine then attempts to lay a mat which meets the top of these stakes and holds the proper grade in between them. (Where the original ground on which the machine travels is uneven, this is a difficult thing to accomplish.) The top lift of AC on this project was placed without aid of grade control but to its specified depth of 1-1/2 inches.

(i) From observance of the finished product, and its riding qualities, the eastbound inside lane would be considered to be the best with the eastbound outside lane also showing a good ride. The westbound inside lane could be considered as fair and the westbound outside lane having some unevenness and bumps especially at the easterly end of the project where the old PCC was roughest.

(j) Test results on AC compaction for the project are considered poor. There being quite a few below the specified limits. The exact reason for this has not been determined. Rolling equipment was standard and up to specifications. There appeared to be no problems concerning the AC mix itself. The Resident Engineer reported a hard, solid surfacing on which the AC was placed. It is possible the low compactions may be due to rolling methods.

(k) Riding over the project, it was noted that some of the joints were quite rough. The Resident Engineer stated that work still remains to be done on feathering to existing pavement at the ends of the project as these areas are quite rough.

II. NORTH YAMHILL RIVER-McMINNVILLE SECTION, PACIFIC HIGHWAY WEST, Babler Bros., Prime Contractor. Length, 2.0 miles. Grading and Paving.

(a) The section prior to construction was a two-lane PCC pavement. The pavement had some variation as to grade and crown but was generally in a fair condition.

(b) The specifications called for required widening to provide a four-lane section with a 19-inch thickness of base course on portions outside the existing pavement. Plans called for a Class "C" Asphaltic Concrete to be used in patching exising holes and unevenness on the existing PCC pavement. There was some PCC existing pavement to be removed. A 3-1/2-inch thickness, on travel lanes, of Class "B" Asphaltic Concrete was to be placed on portions outside the PCC pavement limits and a 1-1/2-inch thickness of AC to cover the existing PCC pavement.

(c) No out of the ordinary problems were encountered on grading or surfacing and proper compactions as specified were attained.

(d) Crushing and AC plant operations were considered normal.

(e) Contractor - Engineer relations were also normal.

(f) Grade lines were established by means of line profiles being based as much as practical on the grades of the existing PCC pavement.

(g) Out of shape areas of the PCC pavement were patched and the laying of the AC pavement lifts was then started.

(h) Control of grade, crown, etc. for laying the AC pavement on all lifts placed to date was done by means of a tight stringline with control points not over 25 feet apart.

(i) This project is not fully complete as far as the pavement is concerned at this time, but its general appearance and riding qualities are considered good. Joints appear good in most cases. It is believed that if the present controls are continued, a good job will be obtained.

III. N. JEFFERSON JCT.-N. ALBANY JCT. SECTION, PACIFIC HIGHWAY, I-5S. Page Paving Company, Prime Contractor. Length, 9.72 miles. Paving Project.

(a) This section involved the northbound lanes of the divided highway. The highway prior to construction was a two-lane PCC pavement which had suffered panel movement thus having a poor riding surface throughout.

(b) Specifications required a pumping of heavy asphalt under the existing PCC pavement in order to secure a more level section. Following this, 3-1/2 inches of Class "B" Asphaltic Concrete was to be placed in two separate lifts of 2 and 1-1/2 inches. This was primarily an overlay of the existing PCC.

(c) Handling of traffic was a problem but was well worked out. Other problems were only considered as normal to any like project.

(d) After the existing PCC slabs had been leveled, the Resident Engineer ran a multiple line profile and established his grades from it. Grades were established for the bottom lift on the roadway by means of spikes and stringline and this first lift of AC placed acted as the leveling course. The top lift was placed without stringline to its specified depth of 1-1/2 inches.

(e) Rolling equipment was considered normal but was checked out for specifications and found to require some additional adjustments as to weight, etc. Compaction results showed the product to be substantially within specifications.

(f) Riding qualities and general appearance are considered good for this project.

(g) Contractor - Engineer relations appeared to be normal.

(h) Inspection was discussed and observed during the progress of the project. On this project inspection appeared adequate.

IV. BASKETT SLOUGH-RICKREALL SECTION, PACIFIC HIGHWAY WEST.

Salem Road & Driveway Company, Contractor. Length, 1.5 miles. Grading and Paving.

(a) This section prior to construction was a two-lane highway with a PCC pavement which would be considered a rough riding surface with some distortion.

(b) Specifications required widening with 20-1/2 inches of surfacing outside the existing PCC and 3-1/2 inches of AC to be placed over the entire travel lanes of the roadway in two lifts, 2 inches as a base course and 1-1/2 inches top course.

(c) According to the Resident Engineer, there were no problems over normal on grading and surfacing and all compactions and specifications as required were obtained.

(d) Contractor - Engineer relationship was normal.

(e) There was no specification as to patching over the existing PCC pavement; however, it was considered in this case the bottom lift of AC substantially acted as a leveling course.

(f) Grade control was attained by first running a multiple line profile and from this establishing construction grades. Field control for the top of each AC lift was attained by use of grade stakes or pine set at intervals of not over 25 feet and then using a tight stringline. This system of stringline was used on each lift of AC. The use of Swede levels was also incorporated into this project in order to determine high and low areas of the existing pavement.

(g) Inspection as far as could be ascertained was adequate for the most part.

(h) Appearance of the completed project is generally good. Riding qualities were considered good. There were a few isolated areas where slight undulations were apparent and visually there appeared to be a few long swells or dips. These swells or dips were not noticeable as far as riding quality was concerned and could not have been taken out with the planned section of overlay.

CONCLUSIONS

The results of the investigation of these comparable projects indicate numerous areas of inconsistency in both location and construction. Until these are corrected, a first-class product will not be achieved.

The following discussion lists the discrepancies observed along with recommendations for correction.

I. PLANS AND SPECIFICATIONS

(a) In the case of the Rex Hill-Newberg Section, plans and specifications did not allow for a leveling course of AC to smooth up the existing pavement prior to final AC lift. A Price Agreement from the Resident Engineer and Division level would probably have been in order to alleviate this situation. I would recommend that in all cases of overlays, a smoothing or patching course be specified. Blade patching is recommended for abrupt discrepancies while machine method may be adequate for long, shallow patching and smoothing needs. Where patching depths are over 2-1/2 inches, two or more lifts should be required as it is difficult to establish a true grade in deep lifts due to loss in depth due to compaction. It is also recommended that the smoothing or patching course of AC be a "C" mix, this to allow for closer control on feathering.

(b) Some Engineers suggested that part of the roughness of AC pavement could be attributed to old loose and worn out equipment used by contractors. This no doubt could be true. According to Section 2.18.14 of our General Specifications the Engineer has the right to insist that equipment used be in a satisfactory condition. This item will be taken up during the instruction classes this winter.

(c) The use of electronic devices on laydown machines was discussed. It is believed that the electronic device definitely has its advantages in certain places as a control. It would be recommended that the device be required but to be used at the discretion of the Engineer.

(d) It is believed there may be some laxity in the amount of rolling equipment required. Also through discussion with the Engineers, it is questionable whether some have checked the equipment to see if requirements are being met. It is believed that this is a major factor in securing adequate compactions. Also, rolling procedures appear to be a problem. This problem also will be a topic of discussion at the instruction classes this winter.

II. FIELD CONTROL

This is the area in which the largest discrepancy in standard procedure seems to lie. Each Engineer operates somewhat differently. A certain degree of difference is justified to fit the conditions of the project; however, a standard pattern as a basis does not seem to prevail.

(a) In the projects studied, all Engineers appear to have obtained adequate grading and surfacing requirements under normal conditions. All have used the method of multiple level lines to establish construction grade lines. From here on, however, the pattern changes. Construction control for grade, crown, etc., varies. Some use only grade stakes. Some use grade stakes with stringline control throughout on all phases. Some use a combination. One Engineer has gone further and employs the use of Swede levels, especially in areas of changing grade line conditions such as roadway intersections and unusual conditions or variation. This is highly commendable for in proper usage of the Swede level method, more accurate results may be obtained than in the conventional method. It also has its advantages in determining high or low places in existing pavement.

Considering all conditions observed and the specifications and plans as set up, there was no question as to which method had obtained the best results.

Riding qualities and general appearance were considered generally better in cases where full control from bottom to top was used. The only question is whether even this control by stringline on each lift to secure the results desired is adequate.

Results as attained by PCC where outside forms or rails are established at exacting elevations probably would be considered best; however, compactions and also economics enter the picture and it is questionable at this time if this method is desired. There is, however, another method which employs the use of a device which is adjustable for line and grade and uses steel wire as the control. This is now being made commercially or could be shop constructed if desired. It is recommended that a control such as this be tried and that the control be exercised on all lifts of the AC pavement operation.

Joints, neat lines and feathering of lifts appears to need attention. Many rough joints were prevalent on the projects investigated. This is a field problem of construction and inspection. The use of 10-foot straight edges and stringline is recommended on inspection and more workmanship effort by the contractor should be required.

Contractor - Engineer relations on all projects appeared to be normal.

Inspections were discussed and it is believed there can be an overall improvement made. Grading and surfacing work has improved through the use of field testing control. Workmanship on the AC laydown needs improvement. Plans are being made at present for instruction classes for Resident Engineers and inspectors in which all testing and inspection work will be discussed. It is anticipated that these classes will tend to improve both the inspection personnel and the projects. Although improvement has been made, there still remains a shortage of well-trained inspectors.

F. D. Morgan
Construction Engineer

By

John H. Walker
Field Testing Engineer

JHW:fp
cc Lloyd Shaw

RECEIVED
NOV 19 1963

FOR FILING
[illegible]
6284

November 19, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On October 30, 1963, we wrote to you concerning release of final payment on contract #6284, awarded to Salem Road & Driveway Co., for grading-paving the Baskett Slough-Rickreall Section of Pacific Highway West in Polk County.

Final payment on this contract is $4,788.27 and the total contract amount is $95,194.95, including $890.03 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Salem Road & Driveway Co.,
P. O. Box 603
Salem, Oregon

cc:
C. H. Maison
Attn.: John Herr

RECEIVED
OCT 30 1963
FOR FILING

[illegible]

621

October 29, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 7 on Contract No. 6284. The contract was with Salem Road and Driveway Company and was for grading and paving on the Baskett Slough-Rickreall Section of the Pacific Highway West in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 28, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw hlb

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: October 12, 1963

SECTION: Baskett Slough-Rickreall

SECTION PREFIX: 27-1064

HIGHWAY: Pacific West

COUNTY: Polk

NAME OF JOB: Baskett Slough - Rickreall

KIND OF WORK: Grading and Paving

CONTRACTOR: Salem Road and Driveway Co.

CONTRACT NUMBER: 6284

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 10, 1963

DATE WORK STARTED: July 2, 1963

ESTIMATED COMPLETION DATE: October 7, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 70

WORK DAYS USED: 59

PERCENT OF TIME ELAPSED: 84

PROJECT AUTHORIZATION: $ 111,213.56

ENGINEERING AUTHORIZATION: $ 7,908.52

EXCLUSIVE OF ENGINEERING: $ 103,305.04

ENGINEERING COST TO DATE: $ 5,960.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 95,309.51

PERCENT OF AUTHORIZATION: 76 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED PERCENT: XXXXX UNDERRUN . . . . . 8 %

DATE PROJECT WAS COMPLETED: October 7, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100		100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.50	1.50			1.50
MILES PARTIALLY COMPLETED	1.50	1.50			1.50
MILES COMPLETED	1.50	1.50			1.50
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,850 cy	17,500 T			4,880 T
TOTAL QUANTITIES CORRECTED TO DATE	6,909 cy	17,234 T			4,795 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,909 cy	17,234 T			4,795 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed.

Semi-final estimate and supporting data submitted to Division Office on Wednesday.

FINAL REPORT.

SIGNED [illegible] MacIntyre Resident Engineer

ADDRESS Room 208 Lab Building, Salem

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 1 9 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1963

SUBJECT: Baskett Slough-Rickreall Section
Pacific Highway West
Contract No. 6284

To:

Mr. L. L. MacIntyre
Resident Engineer
Department

It has been decided to eliminate the ditch in front of the school, grange, and masonic properties on the subject project.

To do this will necessitate the placing of continuous pipe through this area and possibly a catch basin, back-fill the ditch, and pave through the area a parking strip 11 feet in width. This work we would like to have done by the contractor on the subject contract. Afterwards we will by State Forces construct an AC Curb on the additional 1 foot of the parking pavement. This curb will not be continuous. We will leave gaps in it so that water will not back up on the property side of the curb. Would recommend the curb be constructed in 10 foot intervals with 3 foot gaps, plus or minus, between them.

Will you please proceed on this basis.

For R. D. Asburry
Division Engineer

RDA:jc
cc: F. T. Lacey
G. L. Becker
Lloyd P. Shaw

NOTED
FORREST COOPER

RECEIVED
AUG 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1963

FOR FILING

284

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1963

SUBJECT:

To:

Mr. F. D. Morgan
Construction Engineer
Department

The following complaints have been received relative to the construction of an open ditch across the school, grange and Masonic Temple frontage on the easterly side of the Pacific West Highway between Stations 711+98 and 715+46 on the Baskett Slough-Rickreall Section in Rickreall, excepting for the restoration of four approaches on this frontage:

1. July 29 telephone call from Polk County School District No. 2 Superintendent Ray Klappenbach to Right of Way Office Manager Earl F. Saling, per the attached August 2 memo from Mr. Saling.

2. August 2 telephone call from Joe Simmons to State Highway Engineer Forrest Cooper.

3. August 2 telephone call from School Board Member Bill Cadle (Telephone 623-3720) to Maintenance Superintendent Floyd Lacey's office.

4. August 2 telephone call from Masonic Lodge member, Neil Evanson (Telephone 581-1131), to Floyd Lacey's office.

5. August 2 call about 3:00 P.M., from State Representative Joe Rogers to Assistant State Highway Engineer Tom Edwards.

6. An August 5 telephone call to Assistant State Highway Engineer Lloyd Shaw.

NOTED
LLOYD P. SHAW

Resident Engineer L. L. MacIntyre met with Mr. Simmons on the afternoon of August 1 and explained the necessity of eliminating the wide open frontage. In response to Mr. Simmons' August 2 call to Mr. Cooper, Division Engineer R. D. Asburry attempted to meet with him just before noon that date. Being unable to locate him, he met with another representative of the school, possibly Mr. Cadle, promising to widen the approaches to a 30-foot top width, which would require approximately 39 feet of culvert pipe.

Edwards in his subsequent conversation with Representative Rogers

I advised Winer 8-9-63 that Porter was reluctant to force School Board to pay since we had not in our plans replaced in kind what we had removed and that the access control needed was result of our construction, Shaw promised that we would again meet with the school officials. This meeting with their School Superintendent, Ray Klappenbach, and their School District Physical Director, Robert Wall, was held yesterday afternoon at 3:30 P. M., with Resident Engineer L. L. MacIntyre, Transitman John Gwinup and myself representing the State.

At this meeting it was again pointed out that the new highway is wider, with the centerline being closer to the school, than before, making their former wide open frontage more hazardous than ever with less room available for parking purposes, thus necessitating the need for defining specific approaches; that we had done this in the most economical manner possible but that if they were willing to pay for the cost of constructing a curb to delineate or otherwise outline their approaches, we would install a culvert to replace the one existing prior to our construction. MacIntyre gave them an estimate of approximately $500 to cover their approximate 250 lineal feet of frontage. They were to discuss this at their regular scheduled board meeting next Monday night and advise immediately thereafter.

Would you please advise Messrs. Porter, Shaw and Edwards.

R. D. Asburry
Division Engineer

By G. W. Wimer

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. L. L. MacIntyre
Mr. F. T. Lacey

P. S.

Subsequent to the above, on the morning of August 7, Mr. Dwight Webb, Chairman of the School Board, stopped into this office and reviewed the above. He indicated a definite willingness to cooperate but stated that their budget for the current year was exhausted and that they could not possibly construct or pay for the construction of a curb across their frontage until after July 1, 1964.

As we should not reinstall the culvert across this frontage at this time and leave it open for a year, it is recommended consideration be given to entering into an agreement which would call for our constructing the curb at this time and which would allow them to pay for it next year. It would be appreciated if this recommendation could be immediately reviewed so that Mr. Webb could be advised prior to their board meeting next Monday night, as, of course, his discussions are subject to the concurrence of the balance of the board members.

G. W. W.

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1963

REFERRED TO
SHAW
BY DEPUTY STATE HIGHWAY ENGINEER

[illegible]

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
OFFICE

Mr. Joe Simmons, of Rickreall, called this date and stated that on our project through Rickreall we were digging or maintaining a ditch in the area of the Masonic Hall and the school house which he felt was not good.

Will you please have someone take a look at this and give us a report and recommendation.

Forrest Cooper
State Highway Engineer

FC:fn

[illegible] is arranging corrective measures 8-7-63 [illegible]

B.V. Aug 11

FILE
LLOYD P. SHAW

8-14 This problem with the school is settled — we const. short section asph. curb to control both traffic and drainage. This will be placed on edge of Shoulder.
Masonic Hall not yet finalized.

9

RECEIVED
JUN 11 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6284 for the following project:

Grading-paving the Baskett Slough-Rickreall Section of Pacific Highway West in Polk County.

This award was based on your low bid of $95,856.50 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

Mr Query

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JUN 0 1963

FOR FILING

27 1124

62 14

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 5, 1963

SUBJECT: Amendment to Right of Way
Status Report

To: Mr. R. L. Porter
Deputy State Highway Engineer

Office

On May 28, 1963, we reported to you the right of way status on projects scheduled for bid opening on June 4.

In this report we requested a 10-day hold on the Baskett Slough-Rickreall Section in Polk County for the reason that we felt it necessary to institute condemnation proceedings on one outstanding file. We have subsequently been successful in securing an option on this property; and hence, the award need not be delayed for right of way clearance.

L. I. Lindas
Chief Counsel

By

Laurence A. Holt
Administrative Right of Way Agent

LAH:jjm

cc Lloyd P. Shaw
L. I. Lindas
L. H. Young
Floyd Query

NOTED
FLOYD QUERY

RECEIVED

FOR FILING

24-1164

6384

FORM E-30X—30M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1963

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
Department

Construction Staff Assistant Fred Yarbrough has completed obtaining approximately one-third of the additional pictures desired of the surface conditions on the North Jefferson Junction-North Albany Interchange Section of the Pacific Highway. He promises to complete all of these pictures before paving is started.

On the Baskett Slough-Rickreall Section, Pacific West Highway, he will obtain pictures and measure the cracking and faulting on selected test sections prior to the June 4 contracting date. He will obtain the same information on the Corvallis-Albany Section of the Albany-Corvallis Highway by July 1, even though there are no plans to contract this section before next year.

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. F. W. Yarbrough

CONSTRUCTION DIVISION
RECEIVED
MAY 16 1963
NOTED ☐ ☐ ☐ — ☐
CE ACE ACE CUE

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3(34) W. The Dalles UPRR O'Xing & 1963
81 Brewery Gr. U'Xing, The Dalles
#6285 Sec., Columbia River Hwy.

RECEIVED
OCT 11 1965
FOR FILING

I-80N-3(34)81

697

October 4, 1965

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $825 will be made to Pacific Concrete Company and Otis P. Jordan, Jr., on Contract No. 6285 for the West The Dalles Union Pacific Railroad Overcrossing and Brewery Grade Undercrossing on The Dalles Section of the Columbia River Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $321,357.50, including the post-final payment. No force account work was performed on this contract.

As your company requested, the check will be made payable to the names of the contractor but will be sent to the Glens Falls Insurance Company, P. O. Box 2146, Portland, Oregon.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc Pacific Concrete Co.
and Otis P. Jordan, Jr.
James E. Schram & Company
Glens Falls Insurance Co., Portland

C H Maison
Attn: John Herr

RECEIVED
NOV 6 - 1964

477 Cottage Street, N.E.
Salem, Oregon - 97301

October 26, 1964

08-35.6

4945 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. I. Merchant

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

By:
T. Dec
Engineering Coordinator

Oregon Project I-80N-3(34)81
West of The Dalles - UPRR O'xing

We have received and are holding Price Agreement #1, dated August 14, 1964 for the subject project. Before we can approve this Price Agreement we need additional information regarding the following questions:

1. Intermediate Inspection Report #3 indicates that the contractor had submitted a claim for Bent 4 cap alterations. The value of the claim as stated in that report was $200.00. Why, therefore, is this Price Agreement for the amount of $825?

2. The justification for this Price Agreement covers less than half the amount involved or only $325.55. It is our understanding that the contractor did have additional expenses involved in this work, but we can't accept the amount of justification presented as being sufficient.

3. The date of this Agreement is August 14, 1964, and it refers to a drawing No. 19975 which is dated October 16, 1963. The Agreement indicates that the work has not been done, but it is our understanding that it has been done already in as much as the job is complete.

NOTED
LLOYD P. SHAW

Original to Merchant
10-29-64
Copy to [illegible]
11-6-64

A

RECEIVED
AUG - 5 1964

FOR FILING

I-80N-3(34)#1

6:15

August 4, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 2 on Contract No. 6285. The contract was with Pacific Concrete Company and Otis P. Jordan Jr., for work on the West The Dalles U.P. Overcrossing and Brewery Grade Undercrossing on the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 4, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
MAR 30 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 26 1964

Hiway Ready Mix, Inc.
P. O. Box 762
The Dalles, Oregon

Attention: Mr. Lawrence Garside
President

Gentlemen:

Reference is made to your letter of March 9 and our reply of March 16 in which you advised that the Pacific Concrete Company owes you for ready mix in the amount of $8,858.79.

We mentioned in our letter that this claim appears to be in reference to the State Highway Contract No. 6180 with Roy L. Houck Sons' Corporation.

It has now been discovered the concrete ready mix material was furnished on the following state highway contract:

File # 4073

FILED
MAR 27 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Contract No. 6285 - Pacific Concrete Co.
and Otis P. Jordan, Jr.
The Dalles UPRR Overcrossing and
Brewery Grade Undercrossing
on The Dalles Section of the
Columbia River Highway in Wasco
County. Bridges 8603 and 8605
Surety - Glens Falls Insurance Company
Agent - James E. Schram & Company
Woodlark Building
Portland 5, Oregon

NOTED ON CARD

We will advise the surety and the agent of this claim and will also inform the Secretary of State of this correction. This claim was originally filed in the Secretary of State's office on March 17 and was assigned his File No. 4072.

RECEIVED
MAR 27 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc ✓ Hon. Howell Appling, Jr.
Secretary of State

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
ALpine 4-7315

March 20, 1964

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

We are in receipt today from Roy L. Houck Sons' Corp., copies of two letters as follows: one from Hiway Ready Mix, Inc. to you dated March 9, 1964, indicating we are delinquent in our account on Bridges 8603 and 8805, Contract 6180, the other letter from you to Hiway Ready Mix dated March 16, 1964, acknowledging the information submitted by Hiway Ready Mix as being applicable to Contract 6180 with Roy L. Houck Sons' Corp.

It would appear to us that both the letters referred to above are in error. Bridges 8603 and 8805 are in Contract 6285, and not 6180. Concrete purchased for Contract 6180 is paid for in full.

Yours truly,

PACIFIC CONCRETE COMPANY

G. Robert Bussanich
G. Robert Bussanich
Office Manager

GRB:om

cc: Hiway Ready Mix
Roy L. Houck Sons' Corp.

please check.
7.6

[illegible] Br. Div.
Bridges 8603 and 8805 are in
Contract #6285.
3/23/64

[illegible] State
[illegible] #4072 —

RECEIVED
MAR 23 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
FEB 17 1964

FORM E-30 50M 7-59 22124

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 10, 1964

SUBJECT: West The Dalles UPRR O'Xing
Contract No. 6285

To:

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon

Herewith Supplement No. 2 to Order for State Force Work No. 1, covering work to relocate signal and communication lines on the West The Dalles UPRR O'Xing, Contract No. 6285. This order was submitted previously, but was apparently lost in the mail.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me
Encl.

NOTED
LLOYD P. SHAW

RECEIVED
1963
LING

MARCH 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 424
I-8 [illegible]
628

DEC 12 1963

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

Enclosed herewith are one signed and one conformed copy of the third supplement to crossing agreement Contract No. 14-06-100-2458 between the State of Oregon and the United States. The supplement provides right of way for a 12.5 kv electric distribution line being constructed by the United States over State property at The Dalles, Oregon.

The fine cooperation of the Highway Department personnel handling the right of way agreement has certainly been appreciated.

Very truly yours,

EHNeal

Acting Regional Director

Enclosures

RECEIVED
DEC 1[illegible] 1963
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 80M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1963

SUBJECT: Pipeline Crossing Agreement
Bureau of Reclamation
3rd Supplement to Agreement
of May 25, 1963, for The
Dalles Project
West 6th Street, The Dalles

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

Herewith you will find two duplicate originals of this agreement which supplements the primary agreement of May 25, 1962, for the Bureau of Reclamation's facilities at The Dalles.

This third supplement provides for a right of way for a 12.5 K.V. power line over the State's property which provides for the realignment of West 6th Street immediately west of the access control lines for Interstate 80N. This area was inadvertantly overlooked by the Bureau when drawing their original agreement.

This has been reviewed by our Legal and Construction Divisions and found to be satisfactory. Please present this to the Commission at their meeting of October 10, as a NOA item.

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

NOTED
R. L. PORTER

TWL:bjm
Attachments

RECEIVED
OCT 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 1963
FOR FILING

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
ALpine 4-7315

[illegible]

6285

REFERRED TO
Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

November 18, 1963

REFERRED TO
Forrest Cooper
BY SECRETARY

Oregon State Highway Dept.
Salem, Oregon

Re: Contract No. 6285
West The Dalles, UPRR O'Xing
Bridge No. 8603

Gentlemen:

This is to notify you that a claim will be filed by our firm against the Highway Department for additional expenses incurred due to your error in design in not providing ample clearance between bents and the Railroad.

We had prefabricated forms that will have to be revised; also we have been unreasonably delayed causing us additional expense by not allowing us proper continuity of work.

Porter

Sincerely yours,

PACIFIC CONCRETE COMPANY

Otis P. Jordan Jr.

Otis P. Jordan, Jr.
President

OPJ:omcm

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I 80N-3(34)
6266

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[illegible]
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 30, 1963

Union Pacific Railroad Company
Transportation Division
Department of Operation
2526 North Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. G. H. [illegible]
Superintendent
Oregon Division

Re: West The Dalles U.P.R.R. O'Xing
File Ref.: B 615 - 2 - 96
Contract No. 6266
F.A.P. No. I-80N-3(34)81

Gentlemen:

This is in answer to your inquiry of October 18, 1963. Please be advised that the State will accept billing for the cost of installing guard rail, estimated amount $600.00, as a contingency item chargeable to the project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:vt
cc: Accounting Division
Attn: D. Wolfe
B. P. R.
cc: Mr. F. M. Stephenson ✓
Mr. R. M. Brown

NOTED
F. M. STEPHENSON

RECEIVED
OCT 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-123X 50M 3-63
OCT [illegible] 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6-25

October 17, 1963

File Ref. (D 315-2-93)

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: West The Dalles Railroad Overcrossing
Bridge No. 8603

Enclosed please find four prints of our un-numbered drawing dated October 16, 1963 indicating clearance details for the column and cross beam of Bent 4 left of the West The Dalles Railroad Overcrossing.

Through error the column was located and constructed to provide only the clearance indicated of 16'7-13/16". As mentioned this was in error as it was the State's intention to provide the full 18' of horizontal clearance as agreed previously. It will be necessary to revise the outboard end of the cross beam to provide the final clearance. This will be as indicated on the enclosed prints.

No infringement on the construction clearances as indicated on the contract plans will be required for construction. As you have indicated on the Railroad's acceptance of the lesser column clearance, we are assuming that we are at liberty to proceed with the construction of this bent as the construction and final clearances should be satisfactory to your office.

This letter acknowledges your letter of October 11 regarding the above matter and outlines our corrective measures for construction and final clearances.

Thanking you again for your consideration in this matter,

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure
cc: Mr. P. M. Stephenson
Mr. Dean Swift
Mr. Norman Krehbiel
Mr. R. M. Brown

RECEIVED
OCT 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. [illegible]

RECEIVED
DEC 2 - 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I 80N-3(34)21

6288

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

49

October 16, 1963

NOTED
R. L. PORTER

Oregon State Highway Commission

Gentlemen:

In May 1962, this Department granted the Bureau of Reclamation the right to cross Interstate 80-N and other State property with a power line near the West Dalles Interchange.

Through an oversight on the part of the Bureau of Reclamation, a small piece of property along West 6th Street in The Dalles was not covered in the agreement. It is desired at this time to correct the record and the Bureau of Reclamation has presented us with a supplemental agreement and asks that it be executed by the Highway Commission.

This matter will be before you at the November 20 meeting. I recommend that it have your favorable consideration and that you execute the agreement as requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 424

CONSTRUCTION DIVISION
RECEIVED
OCT 3 1963
☐ COE

AIR MAIL

OCT 2 1963

Oregon State Highway Department
State of Oregon
Salem, Oregon

Attn: Mr. T. W. Litchfield

Gentlemen:

Reference is made to the agreement between the State of Oregon and the United States dated May 25, 1962, covering the crossing of certain State Highway facilities by an irrigation pipeline and a 12.5 kv electric distribution line being constructed by the United States in connection with The Dalles Project, Oregon.

We have recently been advised by our Construction Engineer at The Dalles that the State owns a parcel of land acquired for a highway frontage road which will be crossed by the United States' distribution line but for which no crossing arrangements were made in the May 25, 1962, agreement, or in subsequent supplements thereto. We have, therefore, prepared and are enclosing herewith a third supplement to the original agreement to provide for the crossing over the States' property not covered in prior agreements. We understand the parcel of land involved has been identified as State Tract No. 30539.

Please review the agreement and if it is satisfactory, execute both copies on behalf of the State of Oregon and return them to this office for execution on behalf of the United States. The agreement will be dated at the time it is executed in this office. When the agreement has been fully executed, one signed copy and as many conformed copies as desired will be returned to you.

Bids for the construction of the distribution line are scheduled for opening during this current month and it would, therefore, be appreciated if you would expedite approval of the enclosed supplemental agreement.

Very truly yours,

Acting Regional Director

Enclosures

RECEIVED
SEP 2 3 1963
FOR FILING

6714

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

September 17, 1963

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-3(34)81
West The Dalles UPRR Overcrossing

Reference is made to Mr. T. W. Litchfield's letter dated August 30, 1963 concerning the revised estimate, now totaling $3,040.00, relocation of railroad signal and communication facilities.

We concur in your recommendation that revised estimate be approved.

original To Litchfield
cc Young
9-23-63

NOTED
LLOYD P. SHAW

RECEIVED
SEP 3 1963
FORM E-123X 50M

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 30, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Union Pacific Railroad
Signal Instrument Case
West The Dalles UPRR Overcrossing
The Dalles Section
Columbia River Highway
Project I-80N-3(34)81

Dear Sir:

Attached you will find two copies of a letter from the Union Pacific Railroad.

They anticipate that their estimate of $3,040 as shown in Exhibit "B" of the agreement for this project will be overrun by $1,500.

This overrun appears justified and since final bills will be actual cost, your approval is recommended.

Copies of the letter from the Railroad dated June 28, 1963 was submitted to you with our letter of July 12, 1963 and approved byyour letter of July 18, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enc.
TWL:fp
cc P. M. Stephenson
Ivan Merchant
C. H. Matson

NOTED
P. M. STEPHENSON

RECEIVED
SEP 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

AUGUST 26, 1963

File Ref. D 315 - 2 - 93

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Referring to The Dalles (West) overcrossing presently being constructed by the State of Oregon, under FAP No. I-80N-3(34)81, covered by agreement with the Railroads, dated August 9, 1962:

We are now engaged in relocating our signal and communication lines to accommodate the overcrossing structure, and we estimate this work will cost about $1500 more than our original estimated cost of $3040, given in Exhibit " B" attached to the agreement. The additional cost is due to unexpected difficulties encountered in constructing the pole line in its new location, and the fact that the estimate furnished in the agreement was made quite sometime ago. The figure of $1500 is in addition to the figure of $2600 supplied with our letter of June 28 in connection with relocating the Railroads' signal instrument case at the overcrossing structure.

Very truly yours,

COPIES TO:
BPR (2)
BRIDGE (1)
DIVISION (3)
DMS-4A (1)
ULE (1)
FULE (1)
ACCOUNTING (1)
8-29-63
I

RECEIVED
AUG 1963
8-54
FOR FILING

Monthly transaction number	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project report number I-80N-3(34)81 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Wasco**
		Project number **I-80N-3(34)81**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 18**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project	$ **359,373.00**
Revised Federal funds	$ **330,000.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **16** day of **August**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Asst. **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer
L. R. Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(34)81

WEST THE DALLES U.P.R.R. OVERCROSSING AND BREWERY GRADE INTERCHANGE ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon August 2, 1963

Type Code X171
West The Dalles U.P.R.R. O'Xing (Br. #8603) (Sta. 2229+07 to Sta. 2232+40) (Contract 6265)

Structure

Shoring, Cribbing, Etc.	All Req.		$ 5,000.00
Structural Excavation	850 cu.yds.	$ 7.00	5,950.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Class "A" Concrete (1,290 cu.yds.)	All Req.		100,000.00
Metal Reinforcement (318,000 lbs.)	All Req.		38,160.00
Structural Steel (Carbon 279,300 lbs.) (Low Alloy 119,500 lbs.)	All Req.		100,000.00
Metal Parapet Railing	590 lin.ft.	4.50	2,655.00
8-inch Metal Drain Pipe	30 lin.ft.	5.00	150.00
			$252,915.00

Retaining Wall

Structural Excavation	240 cu.yds.	$ 7.00	$ 1,680.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Class "A" Concrete (69 cu.yds.)	All Req.		5,000.00
Metal Reinforcement (6,800 lbs.)	All Req.		1,020.00
			$ 7,950.00

Type Code [illegible]
Brewery Grade Interchange (Br. #8805) (Sta. 2365+48.91) (Contract 6265)

Shoring, Cribbing, Etc.	All Req.		$ 1,000.00
Structural Excavation	150 cu.yds.	$ 3.00	450.00
Structural Excavation Below Elevation Shown	20 cu.yds.	5.00	100.00
Furnish 10" BP 42# Steel Piling	1,180 lin.ft.	4.50	5,310.00
Drive Steel Piles	28 only	40.00	1,120.00
Splice Steel Piles	7 only	50.00	350.00
Class "A" Concrete (264 cu.yds.)	All Req.		25,000.00

50' to 55' Type III Prestressed Beams	8 only	$900.00	$ 7,200.00
80' to 85' Type III Prestressed Beams	7 only	1,500.00	10,500.00
Metal Reinforcement (53,200 lbs.)	All Req.		6,310.00
Metal Parapet Railing	364 lin.ft.	4.50	1,638.00
Preparation of Slopes	330 sq.yds.	1.00	330.00
Concrete Slab Riprap	330 sq.yds.	8.00	2,640.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$ 62,468.00
	(Structures) Subtotal		$323,333.00
Work by Union Pacific R.R. Co.	All Req.		$ 3,370.00
	Subtotal		$326,703.00
	10% Engr. & Cont.		32,670.00
	Total		$359,373.00

Length of 2 Structures . . . . 0.053 mile

Federal Funds	$330,000.00
State Funds	29,373.00
	$359,373.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

WEST THE DALLES U.P.R.R. O'XING AND [illegible] GRADE U'XING

Project No. I-80N-3(34)81

Estimated cost of work by Union Pacific Railroad Company

Furnish labor and materials for temporary and permanent rearrengement of signal and communication lines.	$3,040.00
Furnish labor and materials for rearranging right-of-way fences.	330.00
	$3,370.00

RECEIVED
JUL 22 1963

FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FOR 1-2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Wasco
		PROJECT NO. I-80N-3(34)81

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N UPRR & Brewery Br. X'ings (The Dalles)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	0.053
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 355,666.00	$ 327,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

L R Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

JUL 1
OREGON

Oregon State Highway Department

Federal Aid
Project No. [illegible]-3(34)81

[illegible]

[illegible] COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 17, 1963

[illegible]
West The Dalles [illegible] (Br. No. [illegible] Sta. [illegible] to Sta. 23[illegible]+40)
(Contract [illegible])

Structure			
Shoring, Cribbing, etc.	All Req.		$ 5,000.00
Structural Excavation	[illegible] cu.yd.	$ 7.00	[illegible],450.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Class "A" Concrete ([illegible] cu.yd.)	All Req.		[illegible]
Metal Reinforcement ([illegible] lbs.)	All Req.		[illegible],160.00
Structural Steel (Carbon [illegible] lb.) (Low Alloy [illegible] lb.)	All Req.		[illegible]
Metal Parapet Railing	570 lin.ft.	4.50	[illegible]
8-inch Metal Drain Pipe	[illegible] lin.ft.	5.00	150.00
			$[illegible],915.00
Retaining Wall			
Structural Excavation	24[illegible] cu.yd.	$ 7.00	$ 1,6[illegible].00
Structural Excavation Below Elevation Shown	25 cu.yd.	10.00	250.00
Class "A" Concrete (69 cu.yd.)	All Req.		5,[illegible].00
Metal Reinforcement (6,[illegible] lbs.)	All Req.		1,[illegible]
			$ [illegible].00

Type Code [illegible]
[illegible] Grade Interchange (Br. No. [illegible]) (Sta. [illegible]) (Contract [illegible])

Shoring, Cribbing, etc.	All Req.		$ 1,[illegible].00
Structural Excavation	15[illegible] cu.yd.	$ 3.[illegible]	45[illegible].00
Structural Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Furnish [illegible] Steel Piling	1,[illegible] lin.ft.	4.50	5,310.00
Drive Steel Piles	[illegible] each	40.00	[illegible]
Splice Steel Piles	7 each	50.00	350.00
Class "A" Concrete ([illegible] cu.yd.)	All Req.		2[illegible],[illegible].00
50' to 55' Type [illegible] Prestressed Beams	[illegible] each	[illegible]	[illegible],200.00
80' to 85' Type [illegible] Prestressed Beams	7 each	1,500.00	10,500.00
Metal Reinforcement ([illegible] lb.)	All Req.		[illegible],310.00
Metal Parapet Railing	364 lin.ft.	4.50	1,638.00
Preparation of Slopes	[illegible] sq.yd.	3.00	3[illegible].00
Concrete Slab Riprap	[illegible] sq.yd.	[illegible]	[illegible],640.00
8-inch Metal Drain Pipe	[illegible] lin.ft.	4.00	[illegible]
			$ [illegible]

(Structural) Subtotal	$[illegible]
[illegible] Engr. & Cont.	[illegible]
Total	[illegible]

Length of 2 Structures .... 0.05[illegible] mile

Federal Funds	$3[illegible]7,[illegible].00
State Funds	2[illegible]
	$355,6[illegible].00

State Funds for Const.: Chap. 175, laws 1937; Chap 31, laws 1922;
Chap. 529, laws 1939.

State Funds for Maint.: Chap 529, laws 1939.

Work Retained [illegible] Status

Description	Total Cost	Federal Funds	State Funds
Union Pacific R.R. Co.	$3,[illegible].00	$[illegible],4[illegible].00	$[illegible]0.00

[illegible]

[illegible]

Project No. [illegible]-3(1)[illegible]

Estimated Cost of Work by Union Pacific Railroad Company

Force account labor and materials for necessary for permanent re-arrangement of signal and communication lines	[illegible],[illegible].00
Estimated cost of materials for rearranging right of way fences	330.00
	[illegible],3[illegible].00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(34)81

WEST THE DALLES UPRR OVERCROSSING AND BREWERY GRADE UNDERCROSSING ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 17, 1963

Type Code X171
West The Dalles UPRR O'xing (Br. #8603)(Sta. 2299+07 to Sta. 2302+40)

Structure

Shoring, Cribbing, Etc.	All Required		$ 20,000.00
Structural Excavation	850 cu.yds.	$ 10.00	8,500.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Class "A" Concrete (1,290 cu.yds. $75.00)	All Required		96,750.00
Metal Reinforcement (318,000 lbs. $0.125)	All Required		39,750.00
Structural Steel (Carbon 279,300 lbs. $0.25)(Low Alloy 119,500 lbs. $0.27)			102,090.00
Metal Parapet Railing	590 lin.ft.	6.00	3,540.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$271,750.00

Retaining Wall

Structural Excavation	240 cu.yds.	$ 6.00	$ 1,440.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Class "A" Concrete (69 cu.yds. $65.00)	All Required		4,485.00
Metal Reinforcement (6,800 lbs. $0.14)	All Required		952.00
			$ 7,127.00

Type Code X781
Brewery Grade Interchange (Br. #8805)(Sta. 2365+48.91)

Shoring, Cribbing, Etc.	All Required		$ 1,000.00
Structural Excavation	150 cu.yds.	$ 5.00	750.00
Structural Excavation Below Elevation Shown	20 cu.yds.	5.00	100.00
Furnish 10" BP 42# Steel Piling	1,180 lin.ft.	5.00	5,900.00
Drive Steel Piles	28 only	60.00	1,680.00
Splice Steel Piles	7 only	35.00	245.00
Class "A" Concrete (264 cu.yds. $75.00)	All Required		19,800.00
50' to 55' Type III Prestressed Beams	8 only	800.00	6,400.00

80' to 85' Type III Prestressed Beams	7 only	$1,500.00	$ 10,500.00
Metal Reinforcement (53,200 lbs. $0.13)	All Required		6,916.00
Metal Parapet Railing	364 lin.ft.	6.50	2,366.00
Preparation of Slopes	330 sq.yds.	2.00	660.00
Concrete Slab Riprap	330 sq.yds.	8.00	2,640.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$ 59,477.00
(Structures)	Subtotal		$338,354.00
Work by Union Pacific RR Co.	All Required		$ 3,370.00
	Subtotal		$341,724.00
	10% Engr. & Cont.		34,172.00
		Total	$375,896.00

Length of 2 Structures - - - - - - - - 0.053 Mile

Federal Funds -	$345,000.00
State Funds -	30,896.00
	$375,896.00

WEST THE DALLES UPRR O'XING AND BREWERY GRADE U'XING

PROJECT NO. I-80N-3(34)81

Estimated cost of work by Union Pacific Railroad Company

Furnish labor and materials for temporary and permanent rearrangement of signal and communication lines	$3,040.00
Furnish labor and materials for rearranging right of way fences	330.00
	$3,370.00

WEST THE DALLES UPRR O'XING AND BREWERY GRADE U'XING

PROJECT NO. I-80N-3(34)81

Prestress Beam Quantities

50'-55' Beams

Overhead			$ 50.00
Class "AA" Concrete	7.5 cu.yds.	$57.00	427.50
Metal Reinforcement	944 lbs.	0.12	113.28
Prestress Steel	565 lbs.	0.40	226.00
			$ 816.78

80'-85' Beams

Overhead			$ 100.00
Class "AA" Concrete	12 cu.yds.	$60.00	720.00
Metal Reinforcement	1213 lbs.	0.12	145.56
Prestress Steel	1340 lbs.	0.40	536.00
			$1,501.56

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(34)81

WEST THE DALLES U.P.R.R. OVERCROSSING AND BREWERY GRADE UNDERCROSSING ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 7, 1963

Type Code X171
West The Dalles U.P.R.R. O'xing (Br. No. 8603) (Sta. 2299+07 to Sta. 2302+40)

Structure

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	850 cu.yds.	$ 10.00	8,500.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Class "A" Concrete (1,290 cu.yds. $75.00)	All Required		96,750.00
Metal Reinforcement (318,000 lbs. $0.125)	All Required		39,750.00
Structural Steel (Carbon 279,300 lbs. $0.25) (Low Alloy 119,500 lbs. $0.27)	All Required		102,090.00
Metal Parapet Railing	590 lin.ft.	6.00	3,540.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$271,750.00

Retaining Wall

Structural Excavation	240 cu.yds.	$ 6.00	$ 1,440.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Class "A" Concrete (50 cu.yds. $65.00)	All Required		3,250.00
Metal Reinforcement (6,000 lbs. $0.14)	All Required		840.00
			$ 5,780.00

Type Code X781
Brewery Grade Interchange (Br. No. 8805) (Sta. 2365+48.91)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	150 cu.yds.	$ 5.00	750.00
Structural Excavation Below Elevation Shown	20 cu.yds.	5.00	100.00
Furnish 10" BP 42# Steel Piling	1,180 lin.ft.	5.00	5,900.00
Drive Steel Piles	28 only	60.00	1,680.00
Splice Steel Piles	7 only	35.00	245.00
Class "A" Concrete (264 cu.yds. $75.00)	All Required		19,800.00

50' to 55' Type III Prestressed Beams	8 only	$ 800.00	$ 6,400.00
80' to 85' Type III Prestressed Beams	7 only	1,500.00	10,500.00
Metal Reinforcement (53,200 lbs. $0.13)	All Required		6,916.00
Metal Parapet Railing	364 lin.ft.	6.50	2,366.00
Preparation of Slopes	330 sq.yds.	2.00	660.00
Concrete Slab Riprap	330 sq.yds.	8.00	2,640.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$ 59,477.00
(Structures)	Subtotal		$337,007.00
Work by Union Pacific R.R. Co.	All Required		$ 3,370.00
	Subtotal		$340,377.00
	10% Engr. & Cont.		34,037.00
	Total		$374,414.00

Length of 2 Structures .... 0.053 Mile

Federal Funds	$344,000.00
State Funds	30,414.00
	$374,414.00

W. THE DALLES U.P.R.R. O'XING AND

BREWERY GRADE U'XING

PROJECT NO. I-80N-3(34)81

Prestress Beam Quantities

50' - 55' Beams

Overhead			$ 50.00
Class "AA" Concrete	7.5 cu.yds.	$57.00	427.50
Metal Reinforcement	944 lbs.	0.12	113.28
Prestress Steel	565 lbs.	0.40	226.00
			$ 816.78

80' - 85' Beams

Overhead			$ 100.00
Class "AA" Concrete	12 cu.yds.	$60.00	720.00
Metal Reinforcement	1,213 lbs.	0.12	145.56
Prestress Steel	1,340 lbs.	0.40	536.00
			$1,501.56

RECEIVED
AUG 1 2 1963
FOR FILING

6288

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 6, 1963

Original signed by
G. R. Brooks
Dist. Engineer

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.0

Oregon Project I-80N-3(34)81
W. The Dalles U.P.R.R. O'xing and Brewery Grade U'xing

Mr. Young's August 2, 1963 letter forwarded two executed copies of the August 9, 1962 agreement with the Union Pacific Railroad Company in connection with the subject project.

The agreement has been approved, effective this date.

RECEIVED
AUG 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Young
Litchfield
8-12-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 24 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

N 3(34) 81

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 22, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon

Attention: Mr. G. H. Baker

RE: (File Ref. D 315-2-93)
Adjustment of Signal Instrument Case
Union Pacific Railroad Company
W. The Dalles UPRR O'Xing &
Brewery Grade U'Xing
Columbia River Highway
Wasco County
Project No. I-80N-3(34)81
Contract No. 6285

Gentlemen:

On May 13, 1963 you were authorized to proceed with the work included in the Railroad Agreement dated August 9, 1963. The additional work, consisting of moving a signal instrument case, as outlined in your letter dated June 28, 1963, has been approved by the State and the Bureau of Public Roads effective July 18, 1963.

Reimbursement for work performed subsequent to July 18, 1963 will be made subject to the provisions of PPM 30-3 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc A. W. Parsons
Lloyd Shaw
L. H. Young
C. H. Maison
Dean Swift
N. D. Krehbiel
F. W. Sugnet

NOTED
LLOYD P. SHAW

RECEIVED
JUL 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

July 18, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project I-80N-3(34)81
W. The Dalles UPRR O'Xing and Brewery Grade U'Xing
Union Pacific Railroad Agreement

Our May 13, 1963 memorandum indicated that the subject agreement with the supplement thereto was satisfactory and authorized you to proceed with railroad work effective on that date.

The additional work, consisting of the moving of a signal instrument case, as outlined in Mr. Litchfield's July 12, 1963 letter is satisfactory and is considered to be included in the subject agreement. Authorization to proceed with the additional work is granted effective this date.

RECEIVED
JUL 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Litchfield
7-22-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 15 1963

FORM [illegible] FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

N-3(34)81

July 12, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

ATTENTION: Mr. G. H. Baker

Re: Revised Construction Plans
W. The Dalles UPRR O'xing
-and-
Brewery Grade U'xing
The Dalles Section
Columbia River Highway - Wasco County
Project No. I-80N-3(34)81
YOUR FILE: D 315 - 2 - 93

Gentlemen:

This is in reply to your letter of June 12, 1963, with which you returned a copy of the plans of this project as approved by Mr. W. E. Dowling for your Chief Engineer. You also requested certain revisions to be made in these plans and specifications.

Attached you will find four copies of Drawings #17559 and 17956. We have revised #17559 to show the elevation of the bottom of the footing of bent #4 on the left to be 103, as requested. The top of footings adjacent to the tracks will be no less than 3'-6" below the base of rail, as noted in drawing #17956.

You requested us to revise page 15 of the Special Provisions to show the minimum horizontal clearance as 8'-6" rather than 7'-6". Please note PUC Order #37835 dated May 5, 1961, which states, beginning in line 19 on page 6: ". . . that impairments to the standard vertical clearances as prescribed, and defined in P.U.C. Order No. 33700, which are necessary to, or result from the placing of false work or the erection of building material required for the construction, which do not encroach

NOTED
R. L. PORTER

nearer than 7 feet 6 inches from center of track, are herein authorized as temporary impaired clearances, such impairments to be removed upon completion of the proposed structure; . . . ". This impaired clearance as specified is temporary for the contractor's operation and not permanent. I am sure this was an oversight on your part.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

Attachments

cc: R. L. Porter ✓
P. M. Stephenson
I. D. Merchant
Dean Swift
Norman D. Krehbiel

RECEIVED
JUL 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 12 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-3(34)81

6285

July 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: W. The Dalles UPRR O'Xing &
Brewery Grade U'Xing
Contract No. 6285
FAP No. I-80N-3(34)81

Dear Sir:

Pacific Concrete Co. & Otis P. Jordan, Jr. began work on the West The Dalles Union Pacific Railroad Overcrossing and Brewery Grade Undercrossing bridge construction on the Columbia River Highway in Wasco County, Contract No. 6285, Federal-aid Project No. I-80N-3(34)81, on July 10, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl
cc: T. Litchfield
Floyd Query
D. B. Parkes
C. H. Maisen
L. H. Young

NOTED
FLOYD QUERY

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JUNE 28, 1963
(File Ref. D 315 - 2 - 93)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. L. Decker,
Assistant Construction Engineer

Dear Sir:

Reference is made to State's plans to construct The Dalles (West) overcrossing, F.A.P. No. I-80N-3(34)81, covered by agreement with the Railroads, dated August 9, 1962.

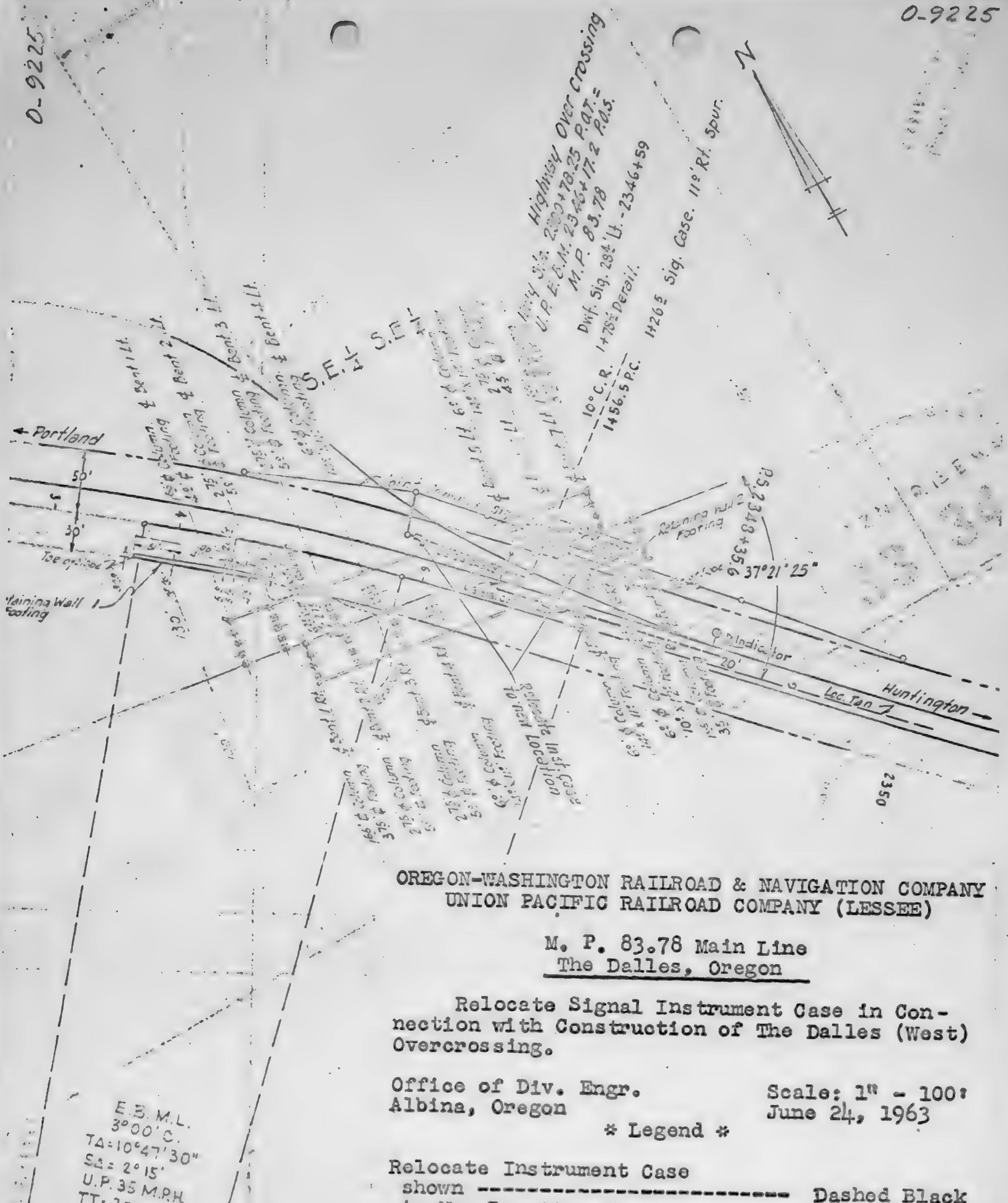
It develops that it will be necessary to move the Railroads' signal instrument case account excavation for the right footing of Bent 5 of the overcrossing structure. Under terms of the agreement we intend to relocate the instrument case westerly of the overcrossing, at expense of the State, as shown on attached copy of Division print dated June 24, 1963. Our tentative estimate of costs to the State for this work will be $1880 labor and $720 material or a total of $2600.

It would be preferable for all concerned if the work could be done when we relocate the Railroads' joint signal-communication line in this area because of the highway overcrossing.

Will you please advise in writing if the State is agreeable to handling relocation of our signal instrument case, as outlined herein?

Yours very truly,

COPIES TO:
BPR (2)
BRIDGE (1)
DIVISION (3)
DAS AA (1)
ULE (1)
ACCOUNTING (1)



OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)

M. P. 83.78 Main Line
The Dalles, Oregon

Relocate Signal Instrument Case in Connection with Construction of The Dalles (West) Overcrossing.

Office of Div. Engr.
Albina, Oregon

Scale: 1" - 100'
June 24, 1963

* Legend *

Relocate Instrument Case shown	Dashed Black
to New Location shown	Orange
Overhead Signal Line shown	Yellow
Underground Signal Cable shown	Dashed Yellow

RECEIVED
JUN 2 6 1963

FOR FILING

6285

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer June 10, 1963
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-80N-3(34)81
W. The Dalles U.P.R.R. O'Xing and Brewery Grade U'Xing
The Dalles Section
Structures

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6285 to Pacific Concrete Co. & Otis P. Jordan, Jr., of Portland, Oregon, low bidder in the amount of $323,333.00 at the June 4, 1963 bid opening.

NOTED
R. L. PORTER

[illegible]

RECEIVED
JUN 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
cc Morgan
6-12-63

RECEIVED
JUN 11 1963
FOR FILING
I-70N-1(4)81
6285

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Pacific Concrete Co., &
Otis P. Jordan, Jr.,
10401 NE Marx
Portland, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6285 for the following project:

> W. The Dalles UPRR Overcrossing and Brewery Grade Undercrossing on The Dalles Section of the Columbia River Highway in Wasco County.

This award was based on your low bid of $323,333.00 which was submitted to the Commission on June 6, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAY 20 1963

FOR FILING

I-80N-3(34)

477 Cottage Street, N. E.
Salem, Oregon

May 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-0

By: G. R. Brooks
District Engineer

Oregon Project I-80N-3(34)81
W. The Dalles U.P.R.R. O'Xing and Brewery Grade U'Xing
The Dalles Section
Structures

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that any displacement of persons was made prior to establishment of relocation assistance as indicated in Mr. Wright's May 6, 1963 letter.

The preliminary copy of the November 1, 1962 railroad agreement and undated supplemental agreement have been received. You now are authorized to proceed with railroad work included in the project however, reimbursement is subject to our approval of the executed agreements.

For the prestressing reinforcement on the Brewery Grade Undercrossing, the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 K.S.I. is approved as an alternate for this specific project.

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young - with attach-
cc Gifford
5-20-63

NOTED
LLOYD P. SHAW

RECEIVED
AUG 17 1962
FOR FILING
[illegible]

Oregon State Highway Commission

Gentlemen:

There will be before you for your consideration at the August 9 meeting an agreement between the Union Pacific Railroad Company and the State covering the construction of an overcrossing of the Railroad Company's tracks by the Columbia River Highway, just west of The Dalles.

This agreement has been reviewed and found to be in order. Your approval and execution of the agreement are recommended.

Vty,

GSP:ms

cc Mr. Floyd Query
Mr. J. H. Hershberger
Mr. F. B. Klaboe

Note to Mr. Query: Upon completion by the Highway Commission please send to Mr. Hershberger, who will return the original to you for filing.

8-9-62
Not sent but
Commission approved
N.O.A. and signed
agreements
KHP

NOTED
G. S. PAXSON

RECEIVED
FOR FILING
[illegible]
6285

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

AUGUST 3, 1962

File Ref. D 315 - 2 - 93

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Department

Dear Sir:

The Dalles (West) Overcrossing -
Bridge #8603
Columbia River Highway

We are returning the duplicate signatory counterparts of agreement (along with one extra copy for your use) which has been revised to eliminate consideration for the easement granted to the State.

Will you please review the agreement and if satisfactory, arrange for execution on the part of the Highway Commission, being sure to fill in the date at the top of page 1 on each counterpart. When this has been accomplished, kindly return duplicate originals to us for completion on the part of the Railroads, after which one fully-executed copy will be returned to you.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

NOTED
G. S. PAXSON

RECEIVED
AUG - 6 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 3 1962
FOR FILING

[illegible] N-3.64 [illegible]

6[illegible]

July 2, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee
Portland 17, Oregon

Dear Sir:

Re: West Overcrossing
The Dalles

Under date of January 8, 1962, you sent us duplicate copies of a proposed agreement covering an overcrossing of your main line just west of The Dalles. Approval of this agreement by the State was deferred because of the provision in subsection b of Section 1 which occurs on page 3 of the agreement setting up a payment of $1,400 for the necessary easement covering the overcrossing. The other features of the agreement have been examined and meet with our approval.

In view of the recent conference concerning this matter and the policy set forth in Mr. E. H. Bailey's letter of June 21, it is requested that this subsection be eliminated and the agreements returned to us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc. agreement (2)
cc Mr. R. M. Brown
bc Mr. Forrest Cooper
Mr. Fred Klaboe

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

PLEASE RETURN TO
R. L. PORTER

IN REPLY
REFER TO: 205

JUN [illegible]

[illegible]

Air Mail

State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Our Chief Engineer's Office in Denver has now furnished us with copies of three specification drawings of details of the two alternative methods of constructing our pipe line crossing of the Union Pacific Railway in The Dalles, Oregon, and your proposed Interstate Highway overpass at this location. Enclosed herewith are two copies of each of these three drawings for your information.

Specifications which will include construction of this crossing are scheduled for issuance in August 1962 and award of contract in October 1962. We propose to allow our contractor 150 calendar days from date of notice to proceed (which should also be in October 1962) to complete all work on the crossing. This would include a 30-day period for the contractor to assemble and move his equipment to the site and 120 days to complete all work.

Splitting the construction of this crossing into two parts (excavation first, followed by pipe placement later) is not favored by our Chief Engineer. Therefore, we would like to have you consider making excavations for the two piers of your overpass near our crossing in the summer and fall of 1962, or utilize line drilling or soft-blasting methods if these pier excavations are scheduled for the summer of 1963. This sequence of operations by both Bureau and State contractors does not appear to be in conflict with the Crossing Agreement sent to you with our June 14, 1962 letter.

After your review of our proposal outlined above, if you wish, we can meet with you in Salem or your District Engineer in Bend next week to resolve this matter personally. Since preparation of our specifications is nearing completion, your early reply will be appreciated so that we may meet our scheduled specifications issuance date in August 1962.

Very truly yours,

M. B. Austin

Acting Regional Director

attg

Enclosures

wbee

R. L. [illegible]

RECEIVED
AUG 31 1962
FOR FILING

I SPN 3(34) 81
J. A. BUNJER
CHIEF ENGINEER
6285

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT

1416 DODGE STREET
OMAHA 2, NEBRASKA

June 25, 1962
B-2064 Genl

PERSONAL

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
State Highway Building
Salem, Oregon

(CC- Mr. W. [illegible]
Director of Highways
Department of Highways
Transportation Building
[illegible], Washington

Mr. [illegible]
Assistant to Vice President
Highway Transportation
Association of American Railroads
Transportation Building
Washington 6, D.C.)

Dear Sir:

Referring to our conversation at Seattle on the morning of June 14th and my commitment that I would endeavor to have the controversy regarding air rights in the Oregon Highway Department cleared up.

I am attaching hereto copy of letter of instructions from our Vice President-Operations which I hope will satisfy all concerned. If this should again ever be injected into any of the meetings without my knowledge, I would appreciate your dropping me a personal note so I can investigate immediately.

Yours very truly,

J A Bunjer

Pdx604

Omaha - June 21, 1962

JMD
JUN 25 1962

JAB	JMB	JMC	HCS	RJB
	JUN 25 1962			GJM
JCR				JJM
JJS	CMJ	VLE	RPR	WAC

Mr. C. H. [illegible]:
Mr. C. A. Cunningham - Salt Lake:
Mr. D. F. [illegible] - Portland:

(CC - Mr. F. J. [illegible]
Mr. A. C. [illegible]
Mr. J. A. [illegible])

We have report that at the recent meeting of the AAR Grade Crossing Committee with the Western Association of State Highway Officials at Seattle one of the members of the Western Association brought up the fact that Union Pacific was requesting payment for air rights on two projects in Oregon, one being at The Dalles and the other at Portland. The first request was about $1,400 for 0.72 of an acre and the other for approximately $2,000 for 0.74 of an acre, and the Highway Department officials were very much concerned regarding this request.

The question of adding compensation for air rights has not been injected into negotiations with the Highway Departments in our territory, and, for the most part, it is questionable that these air rights will be of value over most of our territory, and the Oregon Highway Department have expressed themselves as saying they have no intention of paying for any air rights and, if necessary, will go to court.

We have a number of controversies with the various Highway Departments regarding use and crossing of our properties, and I do not feel that we should inject new elements into these negotiations unless they are very well founded. We have had the question of crossing the new Federal Aid and Interstate highways to reach industries beyond become a major point of contention, and we have had a number of other protective provisions challenged by the Highway Departments in the use of our right of way, and some of these are of major importance to us.

Will you please handle with the Properties Department officers in your territory and see that the question of sale of air rights is not brought into the picture without our approval. There are some locations at present and in the future which probably will be more in an area, such as Los Angeles, Kansas City, Denver, Salt Lake City, Portland, Seattle, and Omaha, these air rights may become valuable in the future, and we will have to take the matter of air rights into consideration, but, before doing so, we wish to have a clear determination that it is proper.

E. N. BAILEY

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[illegible] 7 19[illegible]
FOR FILING
[illegible]
6215

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 5, 1962

Attention: Mr. G. S. Paxson, Deputy State Highway Engineer

Polk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: West The Dalles Interchange
The Dalles-Big Eddy Section
Columbia River Highway

Attached hereto is the copy of a proposed agreement with the Union Pacific Railroad Company covering construction of an overpass of its tracks on the above project.

Your memorandum of January 24, 1962 requested that we review the agreement and advise as to our approval. In connection with the review a question was raised concerning access to the railroad's communication lines which will overcross the structure. In view of clarification of this point contained in the railroad company letter of January 31, 1962, we are willing to approve the agreement after signature by the parties concerned.

Please furnish us with three conformed copies of the agreement when it has been fully executed.

Attachment

RECEIVED
FEB 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962
FOR FILING
I ON 3(34) 81
1383

February 1, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: The Dalles (West) Overcrossing
Columbia River Highway

Your office raised some question as to access to the Railroad's communication lines which will overcross our structure. I wrote to the Union Pacific Railroad Company and asked for a confirmation of our understanding that all access to these lines would be from the Railroad's right of way and that no access would be permitted from the Interstate Highway.

Enclosed is a copy of a letter from the Union Pacific Railroad Company confirming this.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc
cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. I. D. Merchant

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 31, 1962

File Ref. D 315 - 2 - 93

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

The Dalles (West) Overcrossing, Bridge 8603
Columbia River Highway

Referring to your letter of January 26 concerning Section 7, page 12 of the proposed agreement covering the above-captioned project:

As expressed in your letter, you will tie your right-of-way fences into the easterly end of your bridge, and we will have access to our signal and communication facilities upon State's property from our operated right-of-way. It was our intention in drafting the agreement that this access would be so provided.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1962
FOR FILING

January 26, 1962

Mr. G. E. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Overcrossing Union Pacific
Tracks
West of The Dalles

In section 7, page 12, of the agreement covering the subject project which you sent to us a few days ago, is a provision as follows: "As an additional consideration for the easement granted to second part as aforesaid, second party hereby grants to the Railroads a perpetual right and easement for the purpose of constructing, maintaining, repairing, renewing, using and operating Railroads' signal and communication lines, and appurtenances thereof...".

This structure carries the Interstate Highway and no access can be allowed from the highway itself. Our right-of-way fences will tie into the end of our bridge, leaving that portion of our right of way over which your communication lines will be routed outside of the controlled nonaccess area. You will have complete access to your facilities from your railroad tracks.

I believe this was your intention in drafting the agreement. In order to clear our records with the Bureau of Public Roads, I would ask that you confirm this understanding in writing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. R. M. Brown
Mr. Forrest Cooper
Mr. L. I. Lindas

RECEIVED
[illegible] 1962
FOR FILING

I [illegible] 3491

6225

January 24, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E
Salem, Oregon

Dear Sir:

Re: West The Dalles Interchange
The Dalles-Big Eddy Section
Columbia River Highway

Attached is one copy of the proposed agreement with the Union Pacific Railroad Company covering the construction of an overpass of its tracks just west of The Dalles by the Columbia River Highway (I-80N).

It would be appreciated if you would review this agreement and advise as to your approval. This is a copy that must be presented to the Highway Commission for signature and I must ask that it be returned to me when you have completed your review. A conformed copy will be furnished you when the agreement is completed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper

FORM E-30 90M 3-61 84997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1962

SUBJECT: Agreement with Union Pacific Railroad Co. on Bridge No. 8603

To: Mr. P. M. Stevenson
Ass't. State Highway Engineer

OFFICE

I have reviewed the attached State-Union Pacific Railroad Company Agreement covering the construction of the West The Dalles Interchange at Station 2300+78, The Dalles-Big Eddy Section (our job #8603). Insofar as the general terms and engineering requirements of the Agreement are concerned, they are satisfactory to this office. The Agreement can be put in line for signatures.

I have not had the Right-of-Way descriptions checked.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:vt

5-5-61 Order #37835

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 165

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the main line and spur tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as THE DALLES (West) OVERCROSSING project.	ORDER

The above entitled matter was duly heard on April 18, 1961, at Salem, Oregon, before David E. Bourassa, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen, Assistant Attorney General, Of Counsel for the Oregon State Highway Commission

For Respondents:

Robert B. Batchelder, Attorney
Portland, Oregon
In behalf of Union Pacific Railroad Company and Oregon-Washington Railroad & Navigation Company

For the Commissioner:

C. E. Jaqua, Utility Engineer,
Salem, Oregon

On November 3, 1960, the state of Oregon, by and through its State Highway Commission, filed a Petition pursuant to the provisions of ORS 763.080 and ORS 763.040 for permission to construct a public highway above grade over the main line and spur tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee. The proposed overcrossing referred to as The Dalles (West) Overcrossing Project.

Attached to and made a part of the Petition is Plan and Elevation Drawing No. 8603-A, General X-Sections Drawing No. 8603-B and Drawing No. 15400 containing a Vicinity Map and Profile Drawing.

Petition also sets forth the proposed manner in which the construction and maintenance of the project will be handled and the cost thereof borne.

Notice of the Petition and copies thereof were duly served on Respondents, the city of The Dalles and Wasco County.

The city of The Dalles timely filed a letter with the Commissioner stating that it had no objection to the Petition. Respondents timely filed their Answer making certain admissions and denials and alleging that a single guard rail be installed as set out in Paragraph III of said Answer. The matter was thereafter set down for hearing and notice thereof duly served upon all parties of record on March 29, 1961.

At the commencement of the hearing Petitioner amended its Petition by adding the words "and amendments and supplements thereto" to the last sentence of Paragraph VII (b) of the Petition and by substituting Plan and Elevation Drawing 8603-A Revised for 8603-A and General X-Section Drawing 8603-B Revised for 8603-B. The revised drawings reflect structural changes not material to the permission requested herein.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner proposes the construction of a section of Federal Interstate Highway 80N to constitute a revised location of the Columbia River Highway between The Dalles and Big Eddy. As an integral part of this relocated highway is will be necessary to construct an overcrossing of the main lines and spur tracks of the Respondents.

The proposed overcrossing will be located in the Southeast Quarter (SE¼) of Section 33, Township 2 North, Range 13 E.W.M., in Wasco County, Oregon, which is also in the westerly part of the city of The Dalles.

The overcrossing structure lies in a generally east-west direction and intersects the eastbound main track of Respondents Railroad at Railroad Station 2346+17.2 and Highway Station 2300+78.25 at an angle of 37° 21' 25" in the southeast quadrant.

The estimated annual average daily traffic on the proposed structure will be 3,800 vehicles with an anticipated increase to 8,850 vehicles in 1975. The traffic on the railroad is an average daily volume of 18 train movements, with occasional switching movements.

The overcrossing structure will be 333 feet long, measured along the center line, and will be 62 feet, 4 3/4 inches wide with no provision for sidewalks. The surface will be concrete. The north half will be supported in the center over the rails by a 126 foot steel girder span and the south half will be supported in the center over the rails by a 114 foot steel girder span. The remaining areas will be supported by reinforced concrete deck girders all resting on and supported by reinforced concrete piers. The proposed structure will be on a 1,000 foot vertical curve connecting an ascending grade of 0.048% from the west and an ascending grade of 2.00% from the east. The overcrossing will afford a maximum vertical clearance of 27 feet, 1 7/8 inches and a minimum vertical clearance of 25 feet, 4 5/16 inches measured from base of rail to bottom of structural steel. The minimum horizontal clearance is 17 feet, 2 inches measured from the inner surface of the pier to the center of track.

Evidence supported by Petitioner's Drawing No. 8603-B Revised shows that during the construction of the piers only, the construction materials will result in an impaired horizontal clearance. The impairment will be less than the minimum clearances required by Commissioner's Order No. 33700. This impairment will be temporary, existing only during the construction of the pier and will be removed immediately thereafter.

The Respondents, in their Answer, alleged that the Petitioner should, at its own cost and expense, furnish and install a single guard rail 194 feet in length, extending along their tracks from a point approximately 65 feet east of the proposed structure past the structure to a point approximately 65 feet west thereof. The purpose of the proposed guard rail is to keep train wheels parallel to the track to help trains be carried past the overstructure without collision therewith in case of derailment. The walls of the cut through which the Respondent's railroad tracks run are perpendicular and are of solid rock. The area is within the city limits where maximum train speeds do not exceed 45 miles per hour. The Respondent's request for the guard rail rests almost solely upon broad railroad policy which dictates that guard rails be placed wherever clearances are less than 18 feet. The record does not disclose sufficient need for this added safety precaution and the Petitioner should not be compelled to provide the guard rail as requested.

The proposed overcrossing will meet anticipated needs of the traveling public and will not create any undue hazard or inconvenience to the railroad.

Petitioner proposes that the construction and maintenance of the proposed overcrossing structure and the costs thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation crossing, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said overcrossing, without participation therein from funds of Respondent, from State and Federal highway funds, including reimbursement to Respondent for its necessary expenditures incurred in connection therewith.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

Respondent will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement by Petitioner, remove and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement by Petitioner, remove and replace existing signal and communication lines to protect the same during the construction period.

(d) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities after construction.

These proposals have been agreed upon between Petitioner and Respondents. No objections were made and they are approved. It is found that the proposals relating to the division of the expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the construction of Federal Interstate Highway 80N and is required in the interest of public safety, convenience and general welfare. Permission for the construction thereof shall be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of highway overcrossing structure herein proposed to be and the same is hereby granted and No. 2A83.9-A shall be assigned to said overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

(1) Construction shall be done in a good and workman-like manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design shown on the Oregon State Highway Department Bridge Division Drawings entitled Plan and Elevation Drawing No. 8603-A Revised, General X-Sections, Drawing No. 8603-B Revised, and sumitted by amendment with the application and Vicinity Map and Profile Drawing No. 15400, submitted with the application and all by reference made a part thereof.

(2) Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that impairments to the standard vertical clearances as prescribed, and defined in P.U.C. Order No. 33700, which are necessary to, or result from the placing of false work or the erection of building material required for the construction, which do not encroach nearer than 7 feet 6 inches from center of track, are herein authorized as temporary impaired clearances, such impairments to be removed upon completion of the proposed structure; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, is authorized to operate over the impaired tracks under the conditions of impairment referred to herein; and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 5th day of May, 1961.

Public Utility Commissioner

(SEAL)

Pux 406

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

1-3-60

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the main line and spur tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as THE DALLES (West) OVERCROSSING PROJECT, in the Southeast quarter (SE¼) of Section 33, Township 2 North, Range 13 East, W.M., in Wasco County, Oregon.

PETITION

No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That Petitioner proposes the construction of a section of Federal Interstate Highway 80N, to constitute a revised location of the Columbia River Highway, between The Dalles and Big Eddy, and, as a part thereof, it will be necessary to construct an overcrossing of the main line and spur tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Drawings 15400, 8603-A and 8603-B, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service and convenience of the public, and that the construction of a crossing at grade would not be permitted under federal standards and would be hazardous to traffic on both the railroad and the highway.

V

That the annual average daily traffic on the proposed structure will be 3,800 vehicles, with an anticipated increase to 8,850 vehicles in 1975, and that the traffic on the railroad is an average daily volume of 18 train movements, with occasional switching movements.

VI

That the proposed structure will be on a 1,000' vertical curve connecting an ascending grade of 0.048% from the west and an ascending grade of 2.00% from the east.

VII

That Petitioner proposes that the construction and maintenance of the project be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Road Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Road Administration under date of October 3, 1958.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement under federal regulations, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement under federal regulations, move and reinstall such existing right of way fences as necessarily must be moved for the project.

(c) Subject to reimbursement under federal regulations, remove and replace existing signal and communication lines to protect the same during construction.

(d) At their own cost and expense maintain the railroad tracks with their appurtenances and facilities after construction.

VIII

That there will be no impairment of vertical clearances on the railroad in violation of Public Utility Commissioner's Order No. 33700, but that it will be necessary to temporarily impair horizontal clearances as follows:

7'6" on the southerly side of the east-bound main line track

7'6" on the northerly side of the existing spur track

The said impaired horizontal clearances will be removed upon completion of the structure.

IX

That the proposed construction is in the Southeast quarter (SE$\frac{1}{4}$) of Section 33, Township 2 North, Range 13 East, W.M., in Wasco County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, for the temporary impairment of horizontal clearances and for the operation of trains thereunder, and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 3rd day of November, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By________________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission

RECEIVED
1960
FOR FILING
[illegible]
6285

FORM E-158-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 24, 1960

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: West The Dalles-Big Eddy Section
Union Pacific Railroad Overcrossing
Bridge No 8603

On June 1 prints of our Drawing Nos. 8776-B, 15878, 8804A, and 15499, covering railroad overcrossings at the Brewery Grade and East The Dalles, were sent you.

I am enclosing four prints each of our Drawing Nos. 8603A, 8603B, 15400, and 14443, being the plan and elevations and vicinity maps, respectively, for an overcrossing of your tracks west of The Dalles. Your letter of February 9 indicated that at this crossing no additional trackage would be required; however, space for a future offtrack maintenance road would be required on the southerly side of the tracks. The structures have been laid out with these requirements in mind.

The structure layout is indicated on Drawing No. 8603A. Your attention is called to the proposed method of adjusting your signal and communication lines on the northerly side of the tracks. This seemed to be the most logical way of handling the necessary revisions across the Freeway.

Drawing No. 8603B indicates vertical clearance and horizontal clearance at various points in the structure, and at all points they are in excess of P.U.C. requirements. Our data indicates that at this crossing your right of way is 80' wide symmetrical about the common center line between the main line tracks. In order to encompass the fill slopes an easement across this 80' right of way 150' on the left or northerly side and 110' on the right or southerly side will be required.

Will you please examine these prints and return one print with your approval or comments noted so that we may proceed with the P.U.C. hearing.

G. S. PAXSON

It is my thought that the P.U.C. hearing encompassing the three structures as mentioned above would be held at one time. To date we have not heard from you regarding the suitability of the structures for which plans were sent you on June 1. We would appreciate an early reply from you so that P.U.C. proceedings may be petitioned for.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. R. M. Brown
Mr. G. S. Paxson ✓

RECEIVED
AUG 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3(22) Celilo-Biggs Sec., Columbia 1963
95 River Hwy. (Grad. & Struct.)
#6286 Folder # 1

I-80N-3(22) Celilo-Biggs Sec., Columbia 1963
95 River Hwy. (Grad. & Struct.)
#6286 Folder # 1

Flash card - filmed out of
sequence
[illegible]
[illegible]

I-80N-3(22) Celilo-Biggs Sec., Columbia 1963
95 River Hwy. (Grad. & Struct.)
#6286 Folder # 2

CVA
2601

#6.???

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 3, 1978

Salem OR 97310

FILE: ~~ROW 18-2~~

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Renewal Rider
Footpath under east end of
Deschutes River Bridge
Columbia River Highway
Sherman County
R/W File 35349
ODOT Agreement No. RR-611

RAILROAD COMPANIES
FILE No. 611

Attached is the State's fully executed counterpart of a Renewal Rider granted by Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, granting the State an additional ten year extension for the construction, maintenance and use of a pedestrian footpath at the east end of the Deschutes River Bridge on the Columbia River Highway in Sherman County. Distribution of conformed copies has been made as indicated below.

JEC:de
attc.
cc: J. L. Sollis
J. B. Boyd-w/copy Rider
C. M. Williams-w/copy Rider
R. S. Hawkins-w/copy Rider

1-12-78
Noted in
agr. book
fran

ROW 12-2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 17, 1977

c W R&N Co

Union Pacific Railroad Co.
Law Department
P.O. Box 4265
Portland OR 97208

ATTN: Nancy Riebe

Renewal Rider
Footpath under East End of
Deschutes River Bridge
Columbia River Highway
Sherman County
R/W File 35349
ODOT Agreement No. RR-611
UPRR File 312-2-7.75
Dept. No. 35349

Dear Ms. Reibe:

Enclosed are the duplicate counterparts of the Renewal Rider for the above captioned undercrossing near Miller, Oregon, which was submitted to us with your letter dated October 20, 1977.

This document was approved and signed on October 31, 1977, by the Right of Way Manager and is now being returned to you for final execution by your principals.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

on nov. report

JEC:db
Enclosure

bc: G. L. Green
C. W. Head
J. B. Boyd
J. L. Sollis
C. M. Williams
R. S. Hawkins

5

RECEIVED
[illegible] 1973
FORM E-30

FOR FILING
I-80N-3(22)
95
6116

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
January 18, 1973
Salem, OR 97310

To: C. W. Head
Secretary

BUILDING

SUBJECT: Extension Rider Agreement
For Footpath at RR MP 99.38 over
Deschutes River near Miller, OR
File R-35394
Union Pacific Railroad Company
Sherman County

RAILROAD COMPANIES
FILE No. 611

With a copy of this letter, the above-captioned extension rider agreement with the Union Pacific Railroad Company is being distributed as indicated below.

The original is being handed to Velda De Guire in the Right of Way Section for processing, after which it will be forwarded to your office for your permanent records. This agreement extends our use until August 31, 1977.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

cc: ~~A.~~ E. Johnson
W. J. Hart
C. T. Keasey
D. H. Moehring
J. L. Sollis
R. N. Chase (3)
V. E. Skoog
J. F. Putnam
R. S. Hawkins

NOTED
A. E. JOHNSON

RECEIVED
JAN 19 1973
OFFICE OF
A. E. JOHNS
ASSISTANT STATE HIGHWAY

General Files

RECEIVED
JUL 31 1967

I-80N 3(22)15

6246

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1967

SUBJECT: Extension Rider Agreement
For footpath at RR MP 99.38 over
Deschutes River near Miller, Oregon
File R-35394
Union Pacific Railroad Company
Sherman County

To: Mr. Floyd Query
Secretary

Building

RAILROAD COMPANIES
FILE No. 611

Attached hereto please find a copy of the above-subject Extension Rider. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing; after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: Ivan Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
J. F. Putnam (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
T. W. Litchfield (1)

✓

Linda

Noted
lmw
7-28-67

NOTED
FLOYD QUERY

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 17, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension Rider to Existing
Agreement for Footpath
East End of Deschutes River Bridge
Columbia River Highway
Sherman County

There is in effect an agreement dated August 29, 1962 between the Union Pacific Railroad Company and the State of Oregon providing for the construction and maintenance of a footpath under the east end of the Deschutes River Bridge in Sherman County. You will find attached Exhibit 'A' from that agreement, a sketch map showing the location.

The August 29, 1962 agreement provides that all rights granted by that agreement expire on August 31, 1967. The effect of this extension rider is to extend that date of expiration to August 31, 1972.

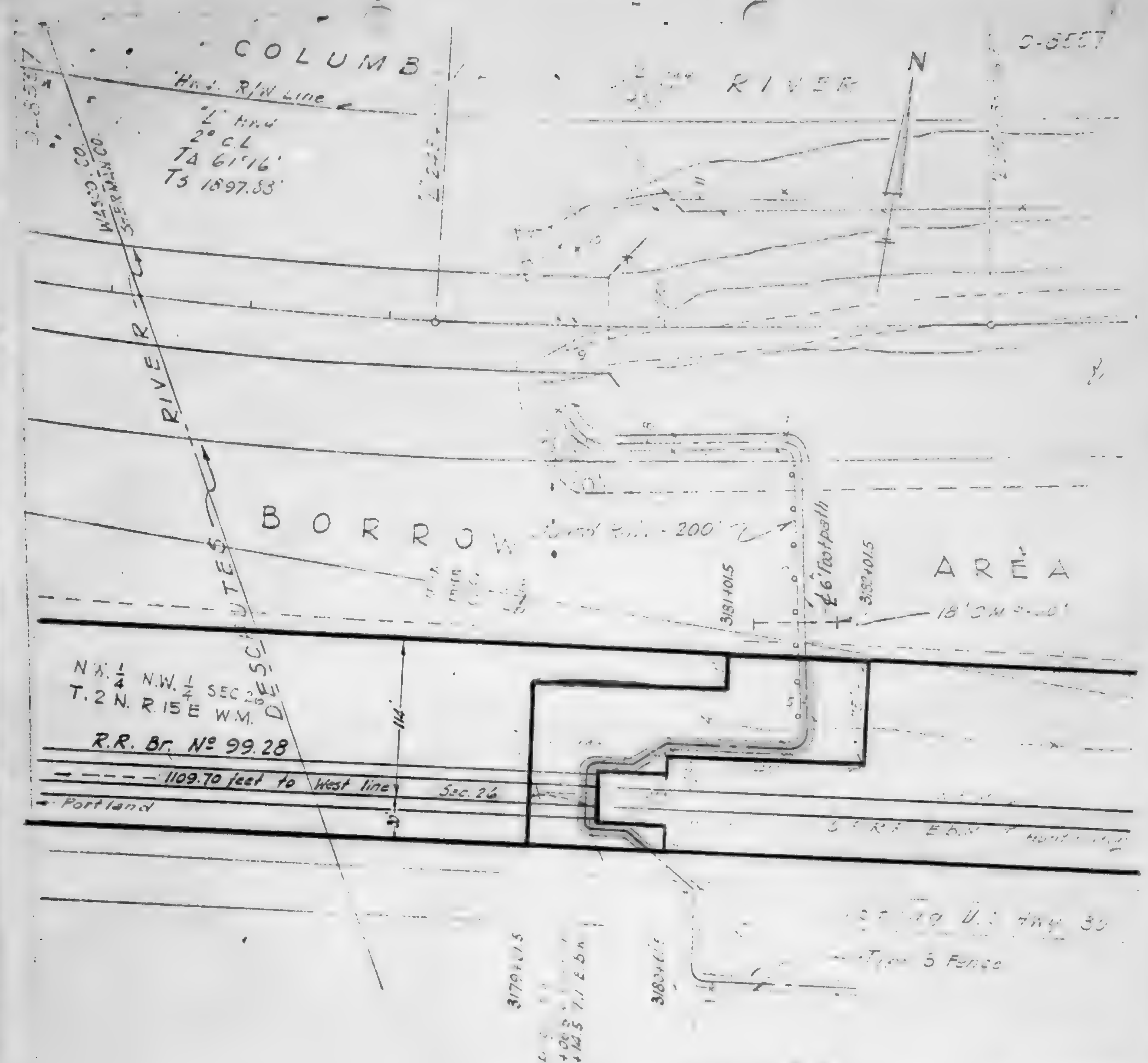
This will involve no cost to the State and has been reviewed and approved by our Legal and Construction Divisions. We now recommend your approval and request that it be placed on the agenda for the Highway Commission meeting of April 25, 1967.

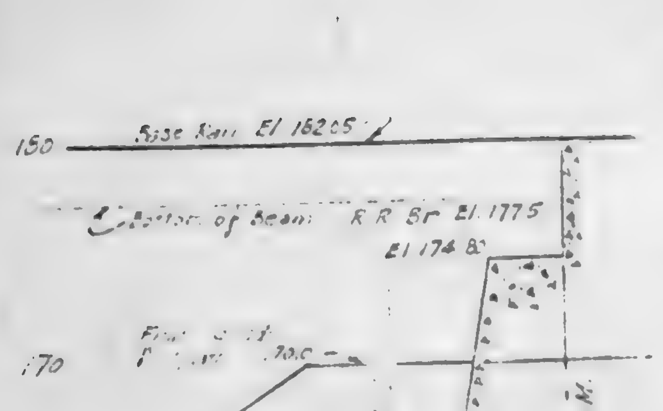
F.D. Morgan
Construction Engineer

By T.W. Litchfield

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
Attachment





SECTION A-A
SCALE: HOR 1"=10' VERT 1"=10'

EXHIBIT "1"

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)
M. P. 99.28 Main Line
near [illegible] Oregon

To accompany [illegible] State of Oregon, covering easement for footpath and temporary construction easement.

Scale 1" = 100'

Office of Divn. Engr.
Albina, Oregon

MAY 17, 1962

* L e g e n d *

Easement for footpath shown------ Tinted Yellow
Temporary Construction Easement Area shown---------------- Outlined Green
Railroad Right-of-way shown------ " Red

RECEIVED
JUN 14 1972

FOR FILING

I-[illegible]N-[illegible]
[illegible]

June 13, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Acting State Highway Engineer

SUBJECT UPRR Agreement Extension
Footpath, Deschutes River Bridge
Columbia River Highway, Sherman County

On the agenda for your consideration at the June 27 meeting will be a second extension rider to an existing agreement dated August 29, 1962, with the Union Pacific Railroad Company covering the construction and use of a footpath under the east end of the Deschutes River Bridge on the Columbia River Highway in Sherman County.

This rider is to extend the expiration date of the amended agreement from August 31, 1972, to August 31, 1977. This involves no cost to the State and we recommend your approval.

bc: Floyd Query
George Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
T. W. Litchfield
V. E. Skoog
J. F. Putnam'
TWL:dl cg

RECEIVED
APR 20 1967

[illegible]

I-8-N-3(22)95
6296

April 19, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your consideration at the April [illegible] meeting an extension rider to a [illegible] agreement with the Union Pacific Railroad Company, which is dated August [illegible], 19[illegible], covering the construction and use of a facility under the east end of the [illegible] bridge on the Columbia River Highway in [illegible] County.

The effect of this extension rider is to extend the expiration date of the original agreement [illegible], 1967 to August [illegible], 197[illegible]. This involves no cost to the State.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
J. F. Putnam

TWL:sg jw

RECEIVED
DEC 22 1965

FOR FILING

I-80N-3(22)96

6346

December 21, 1965

Continental Casualty Company
Seattle Branch Office
Surety Department
727 Washington Building
Seattle, Washington

Gentlemen:

A post-final payment for $2,171.41 will be made to Gibbons and Reed Company on Contract No. 6286 for grading and structures on the Celilo-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $5,657,252.79 including the post-final payment. Of the total $2,466.45 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Continental Casualty Co.
310 South Michigan Avenue
Chicago 4, Illinois

S. P. Belhan, Agent
Portland Service Office
910 Broadway Building
Portland 5, Oregon

Gibbons & Reed Company
P. O. Box 4989
Portland [illegible], Oregon

C. H. Maison
Attn: John Herr

RECEIVED
NOV 9 - 1965

FOR FILING

I 80N-3(33)2

6776

November 8, 1965

Gibbons & Reed Company
Box 368
Roosevelt, Washington

Attention: Mr. O. H. Foster

Gentlemen:

Reference is made to Contract No. 6286, Celilo-Biggs Section on the Columbia River Highway.

You will recall that I recently called you and advised you that we had overpaid your company on this contract on a post-final estimate in the amount of $5,525.85. This was in connection with an erroneous interpretation of Price Agreement No. 10 on the project. In our telephone conversation, you indicated that you would remit this sum upon being advised of the error by letter. I find, however, that we have withheld $30,000 on this project to cover railroad protective services. The railroad has, in the last few days, presented us with a bill and it appears that there will be enough left from this retainage to cover the overpayment. I therefore suggest that we make the adjustment for the overpayment and the railroad bill at the conclusion of the audit of this railroad bill which will be in a few weeks.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mb

cc: F. B. Klaboe
C. H. Maison
Vince Gallagher

RECEIVED
NOV 16 1965
FOR FILING

STATE COPY

Monthly transaction number 11-87	M PR-2A -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number I-80N-3(22)95 **13**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 11-5-65	County **Wasco & Sherman** Project number **I-80N-3(22)95**

6286 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 17**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project	$ **5,937,000.00**
Revised Federal funds	$ **5,475,000.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5th** day of **November**, 19**65**.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. B. Klabo

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

~~By~~ **A. W. Parsons**
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JUL 22 1963
FOR FILING

MONTHLY TRANSACTION NO. 7-29	FORM -2 (REV. 61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 7 8 3(22)95	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 7-17-63	COUNTY Wasco & Sherman
		PROJECT NO. I-80N-3(22)95

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N - Celilo to Biggs

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-16-63	7.195
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,503,188.00	$ 5,982,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd P. Shaw
Asst. State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Manager
Date executed by Division Engineer July 17, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(22)95

CELILO-BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY

IN WASCO AND SHERMAN COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 25, 1963

Type Code 0010
Roadway (Sta. 123+00 to Sta. 494+30 and Sta. 495+70 to Sta. 504+43)(Contract 6286)

Clearing and Grubbing	All	Required		$ 45,000.00
Drainage Excavation, Unclassified	2,550	cu.yds.	$ 5.00	12,750.00
Embankment in Place	4,973,500	cu.yds.	0.78	3,879,330.00
Selected Rock Embankment	273,400	cu.yds.	3.60	984,240.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Sprinkling	10,000	M-Gal.	1.00	10,000.00
15-inch Corrugated Metal Pipe	1,300	lin.ft.	3.50	4,550.00
18-inch Corrugated Metal Pipe	950	lin.ft.	4.50	4,275.00
24-inch Corrugated Metal Pipe	420	lin.ft.	5.00	2,100.00
36-inch Corrugated Metal Pipe	210	lin.ft.	9.00	1,890.00
18-inch Asbestos Protected Corrugated Steel Pipe	240	lin.ft.	6.00	1,440.00
24-inch Asbestos Protected Corrugated Steel Pipe	420	lin.ft.	7.00	2,940.00
36-inch Asbestos Protected Corr. Steel Pipe	320	lin.ft.	11.00	3,520.00
36-inch Asbestos Protected Corrugated Steel Pipe, 10 Gage	160	lin.ft.	17.00	2,720.00
48-inch Asbestos Protected Corrugated Steel Pipe	270	lin.ft.	19.00	5,130.00
60-inch Asbestos Protected Corrugated Steel Pipe	180	lin.ft.	31.00	5,580.00
15-inch Culvert End Sections	16	only	32.00	512.00
18-inch Culvert End Sections	6	only	36.00	216.00
1-1/2" Electrical Conduit	370	lin.ft.	1.50	555.00
Class "A" Concrete	250	cu.yds.	75.00	18,750.00
Metal Reinforcement	48,700	lbs.	0.11	5,357.00
Concrete Channel Marker Base	All	Required		8,000.00
Type I Fence	2,570	rods	6.50	16,705.00
20' x 48" Metal Gates	4	only	90.00	360.00
Coarse Crushed Material in Base	1,600	cu.yds.	2.80	4,480.00
3/4" - 0 Material in Base	160	cu.yds.	2.80	448.00
Gauge Station Complete	All	Required		10,000.00
				$5,045,848.00

Flagging (57½% of Contractor's Cost)	All Required		$ 15,000.00
Signing (Temporary)			200.00
			$ 15,200.00

Utilities

Work by Pacific N.W. Bell Tel. Co.	All Required	$ 434.50
	Subtotal	$5,061,482.50
	10% Engr. & Cont.	506,147.50
	Total	$5,567,630.00

Type Code X071
Deschutes River Bridge (Br. #332C)(Sta. 243+80.55 to Sta. 249+59.44)(Contract 6206)

Shoring, Cribbing, etc.	All Required		$ 115,000.00
Structural Excavation	3,000 cu.yds.	$ 5.50	16,500.00
Structural Excavation Below Elevation Shown	300 cu.yds.	11.50	3,450.00
Furnish 10" HP 42# Steel Piling	2,400 lin.ft.	5.50	13,200.00
Drive Steel Piles	40 only	60.00	2,400.00
Splice Steel Piles	10 only	25.00	250.00
Seal Concrete	1,200 cu.yds.	35.00	42,000.00
Class "A" Concrete (2,138 cu.yds.)	All Required		199,040.00
Metal Reinforcement (456,700 lbs.)	All Required		50,000.00
Structural Steel (Carbon 181,000 lbs. (Low Alloy 1,327,000 lbs.)	All Required		330,000.00
Metal Parapet Railing	1,160 lin.ft.	4.30	4,988.00
8-inch Metal Drain Pipe	80 lin.ft.	3.00	240.00
			$ 777,068.00

Type Code X020
Fulton Canyon Bridge (Br. #1750-B)(Sta. 341+83 to 342+97)

Furnish 14-inch Prestressed Piling	1,960 lin.ft.	$ 4.00	$ 7,840.00
Drive Prestressed Piles	56 only	100.00	5,600.00
Class "A" Concrete (1,160 cu.yd.)	All Required		45,000.00
Metal Reinforcement (126,900 lbs.)	All Required		15,000.00
			$ 73,440.00
	Subtotal		$ 850,508.00
	10% Engr. & Cont.		85,050.00
	Total		$ 935,558.00

Length of Roadway - - - - - - - - - - - - - - - - 7.064 miles
Length of 2 structures - - - - - - - - - - - - - 0.131 mile
Total Length - - - - - - - - - - - - - - - - - - 7.195 miles
Cost of Roadway per Mile - - - - - - - - - - - - $788,169.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,567,630.00	$5,122,200.00	$445,430.00
Structures	935,558.00	860,400.00	75,158.00
	$6,503,188.00	$5,982,600.00	$520,588.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Work Retained in P. S. & E. Status

Description	Total Cost	Federal Funds	State Funds
Work by Pacific Power & Light Co.	$440.00	$400.00	$ 40.00

CELILO-BIGGS SECTION

PROJECT NO. I-80N-3(22)95

Estimated cost of work by the Pacific Northwest Bell Telephone Co.:

Sta. 272+00 and Sta. 273+00

Labor	$ 95.00
Material	36.00
Equipment	21.00
Overhead	34.00
	$186.00

Sta. 285+00 and Sta. 289+00

Labor	$133.00
Temporary Work	33.00
Material	232.00
Equipment	37.00
Overhead	62.00
	$497.00

State Share (50%)	$248.50

TOTAL $434.50

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(22)95

CELILO-BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY

IN WASCO AND SHERMAN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 21, 1963

Type Code 0010
Roadway (Sta. 123+00 to Sta. 494+30 and Sta. 495+70 to Sta. 504+43)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclassified	2,550	cu.yds.	$ 3.00	7,650.00
Embankment in Place	4,973,500	cu.yds.	0.74	3,680,390.00
Selected Rock Embankment	273,400	cu.yds.	2.00	546,800.00
Finishing Roadbed and Slopes	All	Required		9,000.00
Sprinkling	10,000	M-gals.	2.50	25,000.00
15-inch Corrugated Metal Pipe	1,300	lin.ft.	4.25	5,525.00
18-inch Corrugated Metal Pipe	950	lin.ft.	5.00	4,750.00
24-inch Corrugated Metal Pipe	420	lin.ft.	7.50	3,150.00
36-inch Corrugated Metal Pipe	210	lin.ft.	14.50	3,045.00
18-inch Asbestos Protected Corrugated Steel Pipe	240	lin.ft.	6.00	1,440.00
24-inch Asbestos Protected Corrugated Steel Pipe	420	lin.ft.	9.00	3,780.00
36-inch Asbestos Protected Corrugated Steel Pipe	320	lin.ft.	16.50	5,280.00
36-inch Asbestos Protected Corrugated Steel Pipe, 10 Gage	160	lin.ft.	18.50	2,960.00
48-inch Asbestos Protected Corrugated Steel Pipe	270	lin.ft.	28.00	7,560.00
60-inch Asbestos Protected Corrugated Steel Pipe	180	lin.ft.	35.00	6,300.00
15-inch Culvert End Sections	16	only	45.00	720.00
18-inch Culvert End Sections	6	only	55.00	330.00
1-1/2 Inch Electrical Conduit	370	lin.ft.	2.00	740.00
Class "A" Concrete	250	cu.yds.	55.00	13,750.00
Metal Reinforcement	48,700	lbs.	0.14	6,818.00
Concrete Channel Marker Base	All	Required		500.00
Type 1 Fence	2,570	rods	6.00	15,420.00
20' x 48" Metal Gates	4	only	125.00	500.00
Coarse Crushed Material in Base	1,600	cu.yds.	4.00	6,400.00
3/4" - 0 Material in Base	160	cu.yds.	4.50	720.00
Gauge Station Complete	All	Required		5,000.00
				$4,373,528.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 15,000.00
Signing (Temporary)	All	Required		200.00
				$ 15,200.00

Utilities

Work by Pacific NW Bell Tel. Co.	All Required		$400.00
Work by Pacific Power and Light Co.	All Required		400.00
			$800.00
	Subtotal		$4,389,528.00
	10% Engr. & Cont.		438,952.00
	Total		$4,828,480.00

Type Code X071
Deschutes River Bridge (Br. #3320)(Sta. 243+80.55 to Sta. 249+59.44)

Shoring, Cribbing, etc.	All Required		$ 50,000.00
Structural Excavation	3,000 cu.yds.	$ 5.00	15,000.00
Structural Excavation Below Elevations Shown	300 cu.yds.	5.00	1,500.00
Furnish 10" BP 42# Steel Piling	2,400 lin.ft.	5.00	12,000.00
Drive Steel Piles	40 only	60.00	2,400.00
Splice Steel Piles	10 only	35.00	350.00
Seal Concrete	1,400 cu.yds.	35.00	49,000.00
Class "A" Concrete (2,138 cu.yds. @ $75.00)	All Required		160,035.00
Metal Reinforcement (456,700 lbs. @ $0.13)	All Required		59,371.00
Structural Steel (Carbon - 181,000 lbs. @ $0.25; Low Alloy - 1,327,000 lbs. @ $0.27)	All Required		403,540.00
Metal Parapet Railing	1,160 lin.ft.	6.00	6,960.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
			$760,476.00

Type Code X020
Fulton Canyon Bridge (Br. #1750-B)(Sta. 341+83 to Sta. 342+97)

Furnish 14-Inch Prestressed Piling	1,960 lin.ft.	$ 4.00	$ 7,840.00
Drive Prestressed Piles	56 only	75.00	4,200.00
Class "A" Concrete (1,180 cu.yd. $75.)	All Required		88,500.00
Metal Reinforcement (126,900 lbs. $0.13)	All Required		16,497.00
			$117,037.00
	Subtotal		$877,513.00
	10% Engr. & Cont.		87,751.00
	Total		$965,264.00

Length of Roadway - - - - - - - - - - - - 7.064 miles
Length of 2 Structures - - - - - - - - - - 0.131 mile
Length (Total) - - - - - - - - - - - - - - 7.195 miles
Cost of Roadway per mile - - - - - - - - $681,218.96

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,828,480.00	$4,442,000.00	$386,480.00
Structures	965,264.00	888,000.00	77,264.00
	$5,793,744.00	$5,330,000.00	$463,744.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(22)95

CELILO-BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY

IN WASCO AND SHERMAN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 15, 1963

Type Code 0010 123+00
Roadway (Sta. 121+73 to Sta. 494+30 and Sta. 495+70 to Sta. 504+43)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclassified	2,550	cu.yds.	$ 3.00	7,650.00
Embankment in Place	4,973,500	cu.yds.	0.74	3,680,390.00
Selected Rock Embankment	273,400	cu.yds.	2.00	546,800.00
Finishing Roadbed and Slopes	All	Required		9,000.00
Sprinkling	10,000	M-gals.	2.50	25,000.00
15-inch Corrugated Metal Pipe	1,300	lin.ft.	4.25	5,525.00
18-inch Corrugated Metal Pipe	950	lin.ft.	5.00	4,750.00
24-inch Corrugated Metal Pipe	420	lin.ft.	7.50	3,150.00
36-inch Corrugated Metal Pipe	210	lin.ft.	14.50	3,045.00
18-inch Asbestos Protected Corrugated Steel Pipe	240	lin.ft.	6.00	1,440.00
24-inch Asbestos Protected Corrugated Steel Pipe	420	lin.ft.	9.00	3,780.00
36-inch Asbestos Protected Corrugated Steel Pipe	320	lin.ft.	16.50	5,280.00
36-inch Asbestos Protected Corrugated Steel Pipe, 10 Gage	160	lin.ft.	18.50	2,960.00
48-inch Asbestos Protected Corrugated Steel Pipe	270	lin.ft.	28.00	7,560.00
60-inch Asbestos Protected Corrugated Steel Pipe	180	lin.ft.	35.00	6,300.00
15-inch Culvert End Sections	16	only	45.00	720.00
18-inch Culvert End Sections	6	only	55.00	330.00
1-1/2 inch Electrical Conduit	370	lin.ft.	2.00	740.00
Class "A" Concrete	250	cu.yds.	55.00	13,750.00
Metal Reinforcement	48,700	lbs.	0.14	6,818.00
Concrete Channel Marker Base	All	Required		500.00
Type 1 Fence	2,570	rods	6.00	15,420.00
20' x 48" Metal Gates	4	only	125.00	500.00
Coarse Crushed Material in Base	1,600	cu.yds.	4.00	6,400.00
3/4" - 0 Material in Base	160	cu.yds.	4.50	720.00
Gauge Station Complete	All	Required		5,000.00
				$4,373,528.00

Flagging (57½% of Contractor's Cost)	All Required	$ 15,000.00
Signing (Temporary)	All Required	200.00
		$ 15,200.00

Utilities

Work by Pacific N.W. Bell Tel. Co.	All Required	$ 400.00
Work by Pacific Power & Light Co.	All Required	400.00
		$ 800.00
	Subtotal	$4,389,528.00
	10% Engr. & Cont.	438,952.00
	Total	$4,828,480.00

Type Code X071
Deschutes River Bridge (Br. #332C)(Sta. 243+80.55 to Sta. 249+59.44)

Shoring, Cribbing, etc.	All Required		$ 50,000.00
Structural Excavation	3,200 cu.yds.	$ 5.00	16,000.00
Structural Excavation Below Elevation Shown	300 cu.yds.	5.00	1,500.00
Furnish 10" BP 42# Steel Piling	2,400 lin.ft.	5.00	12,000.00
Drive Steel Piles	40 only	60.00	2,400.00
Splice Steel Piles	10 only	35.00	350.00
Seal Concrete	1,400 cu.yds.	35.00	49,000.00
Class "A" Concrete (2,175 cu.yds. $75.00)	All Required		163,125.00
Metal Reinforcement (461,500 lbs. $0.13)	All Required		59,995.00
Structural Steel (Carbon 181,000 lbs. $0.25) (Low Alloy 1,327,000 lbs. $0.27)	All Required		403,540.00
Metal Parapet Railing	1,160 lin.ft.	6.00	6,960.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
			$ 765,190.00

Type Code X020
Fulton Canyon Bridge (Br. #1750-B)(Sta. 341+83 to 342+97)

Furnish 14-inch Prestressed Piling	1,960 lin.ft.	$ 4.00	$ 7,840.00
Drive Prestressed Piles	56 only	75.00	4,200.00
Class "A" Concrete (1,180 cu.yds. $75.00)	All Required		88,500.00
Metal Reinforcement (126,900 lbs. $0.13)	All Required		16,497.00
			$ 117,037.00
	Subtotal		$ 882,227.00
	10% Engr. & Cont.		88,222.00
	Total		$ 970,449.00

Length of Roadway - - - - - - - - - - - - -7.088 miles
Length of 2 structures- - - - - - - - - -0.131 mile
Total Length - - - - - - - - - - - - - - -7,219 miles
Cost of Roadway per Mile- - - - - - - - -$681,218.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 4,828,480.00	$ 4,442,000.00	$ 386,480.00
Structures	970,449.00	892,000.00	78,449.00
	$ 5,798,929.00	$ 5,334,000.00	$ 464,929.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(22)95

CELILO BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY

IN WASCO AND SHERMAN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon, May 13, 1963

Type Code 0010
Roadway (Sta. 121+73 to Sta. 494+30 and Sta. 495+70 to Sta. 504+43)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclassified	2,450	cu.yds.	$ 3.00	7,350.00
Embankment in Place	4,689,000	cu.yds.	0.74	3,469,860.00
Selected Rock Embankment	272,300	cu.yds.	2.00	544,600.00
Finishing Roadbed and Slopes	All	Required		9,000.00
Sprinkling	10,000	M-gals.	2.50	25,000.00
15-inch Corrugated Metal Pipe	1,300	lin.ft.	4.25	5,525.00
18-inch Corrugated Metal Pipe	890	lin.ft.	5.00	4,450.00
24-inch Corrugated Metal Pipe	420	lin.ft.	7.50	3,150.00
36-inch Corrugated Metal Pipe	210	lin.ft.	14.50	3,045.00
18-inch Asbestos Protected Corrugated Steel Pipe	220	lin.ft.	6.00	1,320.00
24-inch Asbestos Protected Corrugated Steel Pipe	360	lin.ft.	9.00	3,240.00
36-inch Asbestos Protected Corrugated Steel Pipe	320	lin.ft.	16.50	5,280.00
36-inch Asbestos Protected Corrugated Steel Pipe, 10 Gage	120	lin.ft.	18.50	2,220.00
48-inch Asbestos Protected Corrugated Steel Pipe	270	lin.ft.	28.00	7,560.00
60-inch Asbestos Protected Corrugated Steel Pipe	180	lin.ft.	35.00	6,300.00
15-inch Culvert End Sections	16	only	45.00	720.00
18-inch Culvert End Sections	6	only	55.00	330.00
1½-inch Electrical Conduit	370	lin.ft.	2.00	740.00
Class "A" Concrete	250	cu.yds.	55.00	13,750.00
Metal Reinforcement	48,700	lbs.	0.14	6,818.00
Concrete Channel Marker Base	All	Required		500.00
Type 1 Fence	2,120	rods	6.00	12,720.00
20' x 48" Metal Gates	4	only	125.00	500.00
Coarse Crushed Material in Base	1,600	cu.yds.	4.00	6,400.00
3/4" - 0 Material in Base	160	cu.yds.	4.50	720.00
Gauge Station Complete	All	Required		5,000.00
				$ 4,156,098.00

Flagging (57½% of Contractor's Cost)	All Required		$ 15,000.00
Signing (Temporary)			200.00
			$ 15,200.00

Utilities:

Work by Pacific N. W. Bell Tel. Co.	All Required	$ 400.00
Work by Pacific Power & Light Co.	All Required	400.00
		$ 800.00
	Subtotal	$ 4,172,098.00
	10% Engr. & Cont.	417,209.00
	Total	$ 4,589,307.00

Type Code X071
Deschutes River Bridge (Br. #332C)(Sta. 243+80.55 to Sta. 249+59.44)

Shoring, Cribbing, etc.	All Required		$ 50,000.00
Structural Excavation	3,200 cu.yds.	$ 5.00	16,000.00
Structural Excavation Below Elevation Shown	300 cu.yds.	5.00	1,500.00
Furnish 10" BP 42# Steel Piling	2,400 lin.ft.	5.00	12,000.00
Drive Steel Piles	40 only	60.00	2,400.00
Splice Steel Piles	10 only	35.00	350.00
Seal Concrete	1,400 cu.yds.	35.00	49,000.00
Class "A" Concrete (2,175 cu.yds. $75.00)	All Required		163,125.00
Metal Reinforcement (461,500 lbs. $0.13)	All Required		59,995.00
Structural Steel (Carbon 181,000 lbs. $0.25) (Low Alloy 1,327,000 lbs $0.27)	All Required		403,540.00
Metal Parapet Railing	1,160 lin.ft.	6.00	6,960.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
			$ 765,190.00

Type Code XX20
Fulton Canyon Bridge (Br. #1750-B)(Sta. 341+83 to 342+97)

Furnish 14-inch Prestressed Piling	1,960 lin.ft.	$ 4.00	$ 7,840.00
Drive Prestressed Piles	56 only	75.00	4,200.00
Class "A" Concrete (1,180 cu.yds. $75.00)	All Required		88,500.00
Metal Reinforcement (126,900 lbs. $0.13)	All Required		16,497.00
			$ 117,037.00
	Subtotal		$ 882,227.00
	10% Engr. & Cont.		88,222.00
	Total		$ 970,449.00

Length of Roadway - - - - - - - - - - - -7.088 miles
Length of 2 Structures- - - - - - - - - -0.131 mile
Total Length - - - - - - - - - - - - - -7.219 miles
Cost of Roadway per Mile- - - - - - - - -$647,475.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,589,307.00	$4,222,000.00	$ 367,307.00
Structures	970,449.00	892,000.00	78,449.00
	$5,559,756.00	$5,114,000.00	$ 445,756.00

Federal-Aid
Project No. I-80N-3(22)95

Oregon State Highway Department

CELILO-BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY

IN WASCO AND SHERMAN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 7, 1963

Type Code 0010
Roadway (Sta. 121+73 to Sta. 494+30 and Sta. 495+70 to Sta. 504+43)

Clearing and Grubbing	All	Req.		$ 10,000.00
Drainage Excavation, Unclass.	2,450	cu.yd.	$ 3.00	7,350.00
Embankment in Place	4,689,000	cu.yd.	0.74	3,469,860.00
Selected Rock Embankment	272,300	cu.yd.	2.00	544,600.00
Finishing Roadbed and Slopes	All	Req.		9,000.00
Sprinkling	10,000	M-gal.	2.50	25,000.00
15-inch Corrugated Metal Pipe	1,300	lin.ft.	4.25	5,525.00
18-inch Corrugated Metal Pipe	890	lin.ft.	5.00	4,450.00
24-inch Corrugated Metal Pipe	420	lin.ft.	7.50	3,150.00
36-inch Corrugated Metal Pipe	210	lin.ft.	14.50	3,045.00
18-inch Asbestos Protected Corrugated Steel Pipe	220	lin.ft.	6.00	1,320.00
24-inch Asbestos Protected Corrugated Steel Pipe	360	lin.ft.	9.00	3,240.00
36-inch Asbestos Protected Corrugated Steel Pipe	320	lin.ft.	16.50	5,280.00
36-inch Asbestos Protected Corrugated Steel Pipe, 10 Gage	120	lin.ft.	18.50	2,220.00
48-inch Asbestos Protected Corrugated Steel Pipe	270	lin.ft.	28.00	7,560.00
60-inch Asbestos Protected Corrugated Steel Pipe	180	lin.ft.	35.00	6,300.00
15-inch Culvert End Sections	16	only	45.00	720.00
18-inch Culvert End Sections	6	only	55.00	330.00
1-1/2 inch Electrical Conduit	370	lin.ft.	2.00	740.00
Class "A" Concrete	250	cu.yd.	55.00	13,750.00
Metal Reinforcement	48,700	lb.	0.14	6,818.00
Concrete Channel Marker Base	All	Req.		500.00
Type 1 Fence	2,120	rod	6.00	12,720.00
20' x 48" Metal Gates	4	only	125.00	500.00
Coarse Crushed Material in Base	1,600	cu.yd.	4.00	6,400.00
3/4" - 0 Material in Base	160	cu.yd.	4.50	720.00
Gauge Station Complete	All	Req.		5,000.00
				$4,156,098.00

Flagging (57½% of Contractor's Cost)	All	Req.		$ 15,000.00
Signing (Temporary)				200.00
				$ 15,200.00

Utilities

Work by Pacific NW Bell Tel. Co.	All Req.		$ 400.00
Work by Pacific Power and Light Co.	All Req.		400.00
			$ 800.00
	Subtotal		$4,172,098.00
	10% Engr. & Cont.		417,209.00
	Total		$4,589,307.00

Type Code X071
Deschutes River Bridge (Br. #332C)(Sta. 243+80.55 to Sta. 249+59.44)

Shoring, Cribbing, etc.	All Req.		$ 50,000.00
Structural Excavation	3,200 cu.yd.	$ 5.00	16,000.00
Structural Excavation Below Elevation Shown	300 cu.yd.	5.00	1,500.00
Furnish 10" BP 42# Steel Piling	2,400 lin.ft.	5.00	12,000.00
Drive Steel Piles	40 only	60.00	2,400.00
Splice Steel Piles	10 only	35.00	350.00
Seal Concrete	1,400 cu.yd.	35.00	49,000.00
Class "A" Concrete (2,175 cu.yd. $75.00)	All Req.		163,125.00
Metal Reinforcement (461,500 lb. $0.13)	All Req.		59,995.00
Structural Steel (Carbon 181,000 lb. $0.27) (Low Alloy 1,327,000 lb. $0.29)	All Req.		433,700.00
Metal Parapet Railing	1,160 lin.ft.	6.00	6,960.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
			$ 795,350.00

Type Code X020
Fulton Canyon Bridge (Br. #1750-B)(Sta. 341+83 to 342+97)

Furnish 14-inch Prestressed Piling	1,960 lin.ft.	$ 4.00	$ 7,840.00
Drive Prestressed Piles	56 only	75.00	4,200.00
Class "A" Concrete (1,180 cu.yd. $75.00)	All Req.		88,500.00
Metal Reinforcement (126,900 lb. $0.13)	All Req.		16,497.00
			$ 117,037.00
	Subtotal		$ 912,387.00
	10% Engr. & Cont.		91,238.00
	Total		$1,003,625.00

Length of Roadway - - - - - - 7.088 Miles
Length of 2 Structures- - - - 0.131 Mile
Total Length- - - - - - - - - 7.219 Miles
Cost of Roadway Per Mile- - - $647,475.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,589,307.00	$4,222,000.00	$367,307.00
Structures	1,003,625.00	923,000.00	80,625.00
	$5,592,932.00	$5,145,000.00	$447,932.00

RECEIVED
MAY 20 1965

FOR FILING

6-86

May 18, 1965

36'

Mr. R. F. Rittenhouse, Director
State Marine Board
506 Public Service Building
Salem, Oregon 97310

Dear Mr. Rittenhouse:

Please refer to my letter of May 7 and your reply of May 10 in regard to launching facilities near the old Maryhill Ferry Slip.

Access points which can be made available at once for improvement as boat ramps are at Biggs Junction and the Deschutes River. We have no plans for access in the Rufus area. On Interstate 80N there will be an interchange at Rufus and, at least for the present, an access road is in use at this point by the Corps of Engineers. If access to the river were to be arranged at this location, it should be accomplished through contact with the Corps.

In view of the construction activity contributory to this access road, I would question the advisability of permitting boating traffic to come in conflict with the heavy equipment which is now in use.

With further reference to the inquiry made in your letter concerning the publication of a booklet listing public boat ramps, we are attempting to determine launching sites which will be inactive this year as a result of winter floods. Printing date of this publication has not been decided at this time but we hope to have something definite very soon. I have requested Mr. Victor Fryer, of our Travel Information Division, to contact you today to clear up any minor details which might arise in the production of the launching site list.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
F. D. Morgan
Dennis Clarke
Victor Fryer

LPS:ajw

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1965

SUBJECT: Printing of New Boating Guide

To: Mr. Lloyd P. Shaw
Assistant Highway Engineer

BUILDING

In answer to your question regarding the status of the proposed boating guide, I submit the following information:

On March 17 I discussed the guide with Vic Fryer who is handling the guide for the Travel Division, along with Stu Couper and Leo Kilger upstairs. There was concern at that time over the damage done to boat launching sites as a result of the winter floods. They set out at that time to have another look at the conditions before going to press. On May 10 I asked Vic Fryer once again to get together with Leo Kilger and Bob Rittenhouse of the State Marine Board and decide on something final that can be printed and used for reference during this boating season. I will try and have a printing date to report to you very soon.

Dennis

Dennis Clarke, Director
Travel Information Division

DC/jw

NOTED
LLOYD P. SHAW

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1965

SUBJECT: Boat Launching
Old Maryhill Ferry Slip
(Assignment: LPS-361)

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Reference is made to your Assignment No. 361 regarding subject matter. Attached hereto is a copy of a report prepared by Mr. M. D. Glenn, Field Testing Engineer. Mr. Glenn was Resident Engineer during 1964 when the Celilo-Biggs Section was graded.

Attached also are maps and copy of correspondence from Mr. Robert L. Wilder, State Recreation Director, on same subject.

I recommend that the people in the Rufus area be advised that adequate access is available to the Columbia River in the vicinity of Biggs and the Deschutes River and that expenditure of additional funds for another access in the Rufus area at this stage of construction of the John Day Dam is not justified.

F. D. Morgan
Construction Engineer

FDM:bjm
Attachments

cc: F. B. Klaboe
J. F. Putnam

RECEIVED
MAY 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—30M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

May 12, 1965

SUBJECT: Boat Launching
Old Maryhill Ferry Slip

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

Reference is made to Mr. Rittenhouse's letter of March 15 referring to Mr. John Hilderbrand of Wasco, requesting a boat launching facility for Sherman County.

As I remembered the Parks Department requesting information relative to this same matter of approximately the March 15 date, I contacted Mr. Robert L. Wilder, State Recreation Director. A copy of his report of April 20 and his reply to Mr. Irving Hart, Chairman, Sherman County Planning Commission, is attached.

In discussing this matter with Mr. Wilder, he stated that what Sherman County really wants is for someone to build them a boat launching facility, and convincing someone to build a wayside park is their approach to getting it. He also stated they had written to Mr. Rittenhouse, which no doubt prompted his letter of March 15.

Last year this same problem arose. At that time I was Resident Engineer on construction of the Celilo-Biggs Section of the Columbia River Highway and Lowell Stratton was Resident on the Biggs-Rufus Section. At that time, launching of boats at the old Maryhill Ferry slip was not practical due to the contractor's grading operations there. The Maryhill bar being a designated borrow area. At that time we provided access across the construction to the river at Biggs. The situation at the Maryhill bar has not improved since completion of that project. I contacted Lowell Stratton on May 10 and was informed as our new grade is on a fill through this area, it would require considerable amount of fill to replace the old road down to the river and he doubted if sufficient material remains above water to make it. Also, all access to the project across the Union Pacific Railroad has been closed off by the Railroad with locked gates, except at Biggs, approximately three miles west of Maryhill bar.

As a part of the Biggs Interchange, a two-way leg, the "WF" Line, has been constructed to the water. This was graveled for this very purpose -- to provide access to the river. While this area does not lend itself to a park development according to Mr. Wilder's report, it should be sufficient for temporary boat launching. Mr. Wilder informed me that Sherman County has received authority from the Corps of Engineers to construct a launching site in this areaif they so desire. Inasmuch as boaters would have to drive to Biggs to enter on new grade to drive back to Maryhill bar, this appears to be the best solution to me. Besides, having traffic wandering around on our new grade would not be a desirable situation anyway. The surfacing and paving contract for Celilo-Rufus is scheduled for this August.

There is also a boat launching site on the west side of the Deschutes River, an additional three miles west of Biggs which is quite popular. This would be further to travel, is not developed as the Maryhill Park in Washington, but does not require paying a bridge toll either. Either the Biggs or Deschutes River site is comparable to the Maryhill bar site.

Access to the river at Rufus is restricted by contractors working on the John Day Dam and will probably be for another two years.

I would recommend referring them to use of the site at Biggs as a temporary measure, and for which the Corps has given permission to develop, and let them deal with our Parks Department for a permanent site as per Mr. Wilder's report.

Sketch maps showing approximate locations of described sites and typical section of new roadbed at Maryhill Ferry sites are attached.

MDGlenn

M. D. Glenn
Field Testing Engineer

MDG:fp
Attach.

STATE OF OREGON
STATE MARINE BOARD
OFFICE OF THE DIRECTOR
SALEM 97310

May 10, 1965

Mr. Lloyd P. Shaw
Asst. State Highway Engineer
State Highway Building

File 203

Dear Mr. Shaw:

Thank you for your letter of May 7th in regard to the possibility of a boat launching site in the vicinity of the old Maryhill Ferry Slip. Residents of Sherman County used to use this old ferry slip for launching their boats. In relocating the highway this access was destroyed and it is now necessary that the Sherman County residents trailer their boats to Washington, paying a toll-bridge charge both ways. We were hoping some temporary access could be provided.

Another project which I am wondering about was a proposal that the Highway Department and our agency, as a cooperative project, publish a booklet of public boat ramps. About a year ago we provided the Travel Information Division a state-wide inventory of boating facilities throughout the State. We are now receiving frequent requests for a booklet of this type.

Yours very truly,

R. F. Rittenhouse
Director

RFR:mm

NOTED
LLOYD P. SHAW

RECEIVED
MAY 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE H [illegible]

Copies To Morgan
Clarke
5-12-65

Salem, Oregon
May 7, 1965

Boat Launching
Old Maryhill Ferry Slip

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

Approximately one year ago the problem of maintaining services for boat launching in the general vicinity of the Maryhill Ferry Slip, which has now ceased to exist, was brought up by the Game Commission and, I believe, by Sherman County.

I have before me a March 15 letter from the State Marine Board, R. F. Rittenhouse, Director, requesting consideration of some temporary facility to care for this summer's boating needs. A copy of Mr. Rittenhouse's letter is attached for your information. Will you please draft a reply to him outlining whether or not a temporary facility is practical in the general area.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

May 7, 1965

Mr. R. F. Rittenhouse, Director
State Marine Board
506 Public Service Building
Salem, Oregon 97310

Dear Mr. Rittenhouse:

Recent changes in assignment of duties has resulted in my taking over part of those previously handled by Mr. P. M. Stephenson. Checking back through his files we find your letter of March 15 in regard to possible boat-launching sites in the vicinity of the old Maryhill Ferry Slip.

I find no record that this has been answered; furthermore, since this catches me cold, I am unable to make immediate reply but will have the matter investigated and advise you as promptly as possible.

We appreciate your patience in the event you have not received a reply to the March 15 communication.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

bc Forrest Cooper
R. L. Porter
F. D. Morgan

FORM E-123X / 20M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
State Parks and Recreation Division

May 4, 1965

Mr. Irving Hart, Chairman
Sherman County Planning Commission
Box 186
Moro, Oregon

Dear Mr. Hart:

In regards to the boat launching area at Biggs, I am forwarding a vicinity map. I was unable to locate the exact location of the site on our maps, as they were prepared primarily to establish right-of-way and not for park purposes.

The vicinity map shows the grain elevator foundation and other points of reference. This map plus the material you have from the Corps of Engineers should complete the picture.

As I anticipated, the site at Biggs is not adequate for a wayside park. Location and size prohibit its use for such an area. One double unit is planned for the mouth of the John Day River.

I was pleased to hear that the Corps would allow you a temporary launching facility and that Mary Hill Park could be used in an emergency.

It was a pleasure to meet with you, and I am sincerely sorry that we can't be of assistance at this time.

Very truly yours,

Robert L. Wilder
State Recreation Director

RLW:dc

Encl.

April 26, 1965

Field Service Report
Moro, Oregon
Sherman County
April 20, 1965

Arrived in Moro, Oregon, at approximately 11:45 A.M., had lunch and reviewed background information on Sherman County. Moro is the county seat of this small county, its population is approximately 360, the county population is nearly 3,000; 55% of its land is tilled. Wheat and barley are its major crops; livestock is a low income-producing second. Total taxable value is $13,791,273.00; general fund is $92,401.53; total county tax, $223,418.62.

I met with the Sherman County Planning Commission at the request of Mr. Thomas Thompson, County Extension Agent. Mr. Irving Hart, Box 186, Moro, is chairman of the Commission.

We discussed the various possibilities for establishing a park at Biggs, Oregon on the Columbia River. What they really want is a Wayside Park with boat launching facilities, the latter being of primary concern. We viewed the site and quickly evaluated its potential. The Commission stated that if we would maintain the site, the Corps of Engineers would develop it. I could not encourage them for the site is poor, the need does not seem to be very evident and the expenditure to the State would probably far exceed the return. I did explain that further evaluation would be made upon my return to the office. The site is wind swept, would require water, it is very small and would be exceedingly limited in use. For boat launching, it would require a breakwater.

During the discussion, Maryhill Park was mentioned. I requested to see the facilities. This park is five-minutes drive from their proposed site. It is nicely developed and maintained by the Corps, yet few know about it for it isn't advertised. The park has picnic tables, fresh water, irrigation, modern restrooms, electric stoves, and is very well maintained. Even some of the planning commission members were surprised. The only drawback to this area is that it costs $1.00 per car and $1.50 per car and boat or $2.00 per car and boat with double axle, to cross the Biggs Rapids Toll Bridge. It costs the same to return.

To me this is the answer to Sherman County's park problem. It is consistent with the premise that those who use recreation facilities should pay their share. To launch a boat would cost approximately $3.00 a day. Possibly this is a little steep, but a lot cheaper than developing a park for a select few.

At the completion of the meeting, I recommended that

1. They explore all possibilities with the Corps of Engineers, as they have developed and are maintaining a park on the Washington State side of the river.

2. That we would further evaluate the potential for a Wayside Park and notify them of our findings, also that we would prepare a drawing showing the area proposed.

3. That they enter into an agreement as a county to maintain the boat launching facilities and charge for launching privileges to offset any maintenance costs they might have.

The planning commission implied that they would be calling me for additional services at a later date.

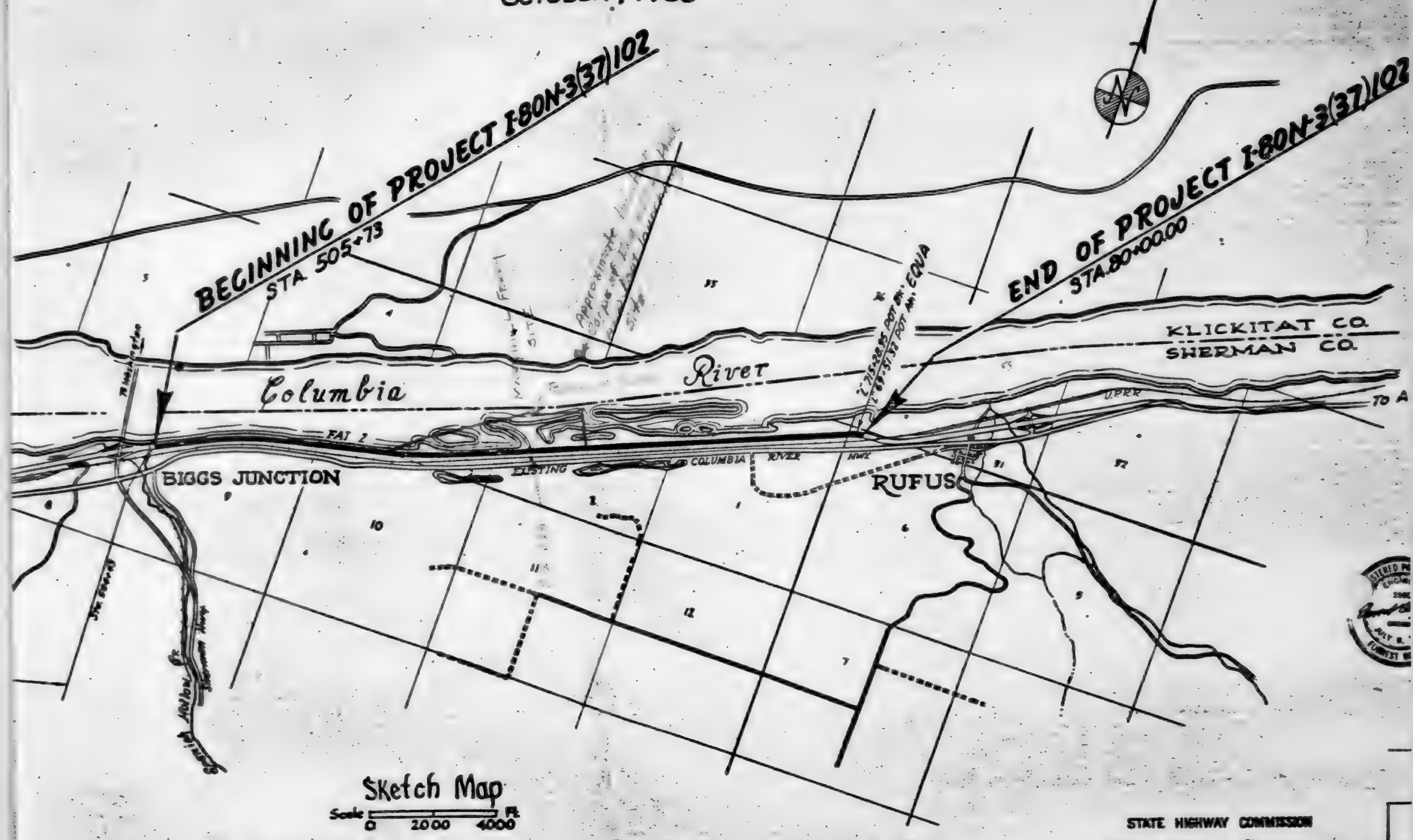
Robert L. Wilder
State Recreation Director

RLW:al

BIGGS - RUFUS SECTION

COLUMBIA RIVER HIGHWAY
SHERMAN COUNTY

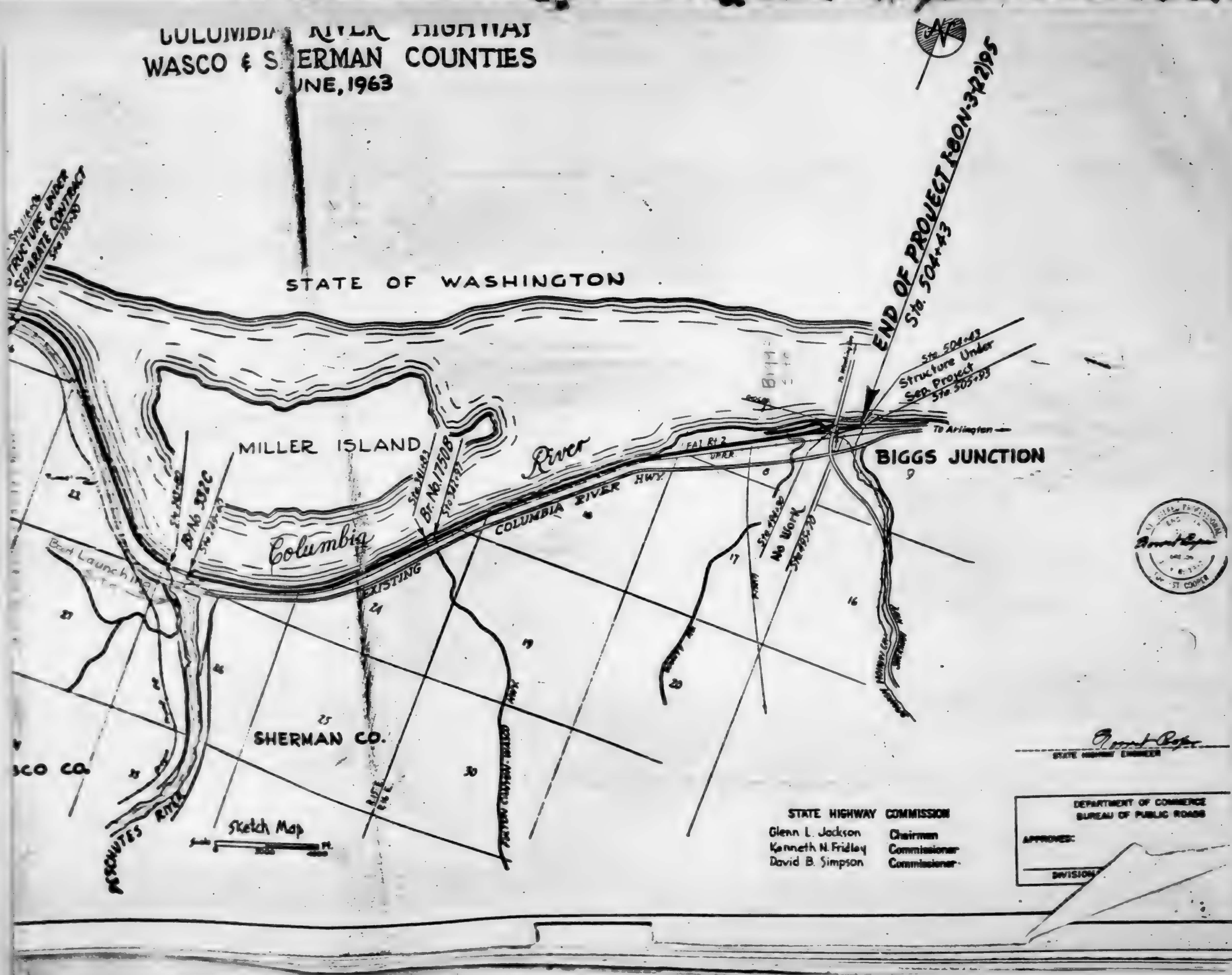
OCTOBER, 1963



STATE HIGHWAY COMMISSION

Glenn L. Jackson	Chairman
Kenneth N. Fridley	Commissioner
David B. Simpson	Commissioner

COLUMBIA RIVER HIGHWAY
WASCO & SHERMAN COUNTIES
JUNE, 1963



Harold Rogers
STATE HIGHWAY ENGINEER

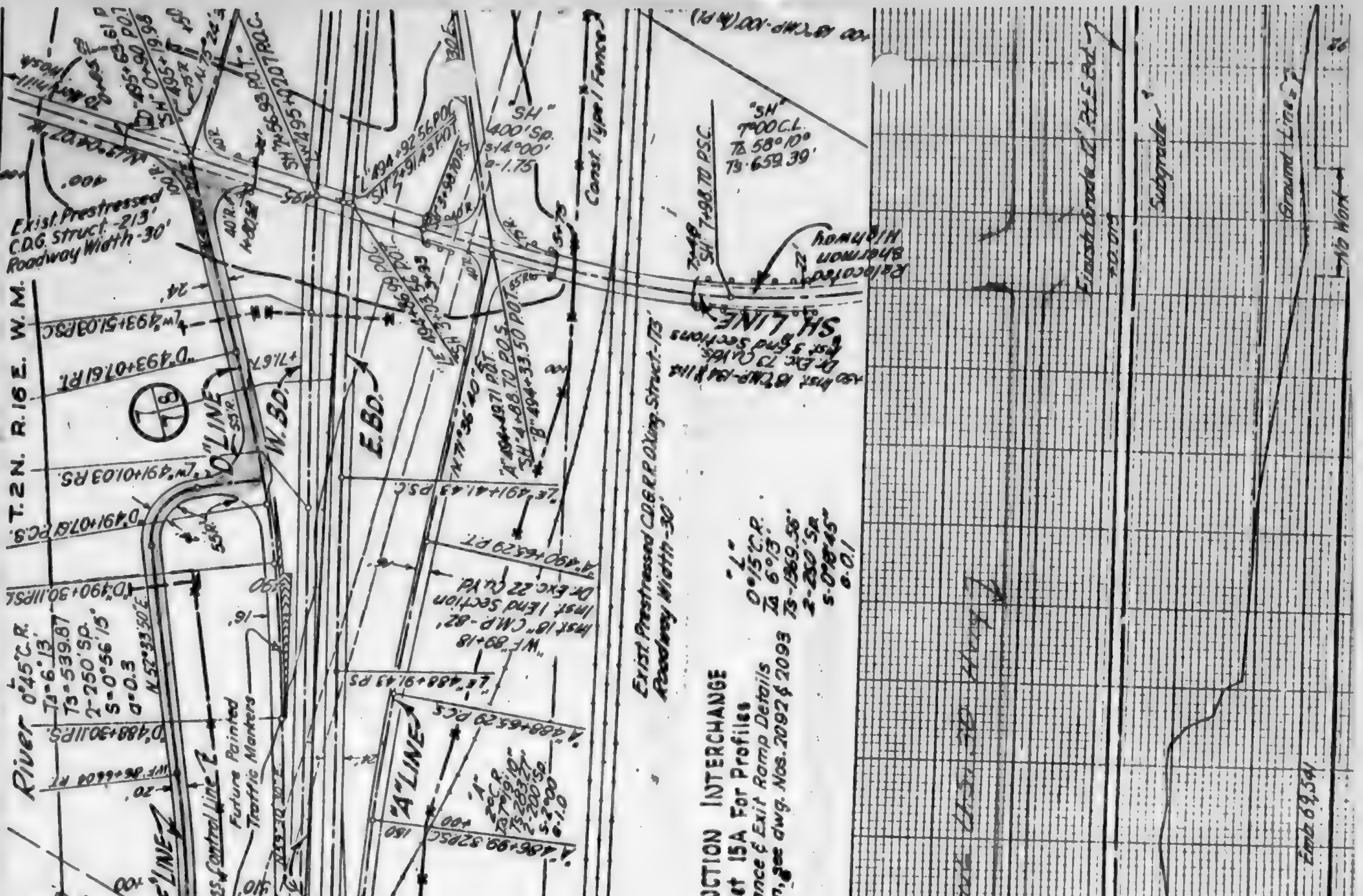
STATE HIGHWAY COMMISSION

Glenn L. Jackson	Chairman
Kenneth N. Fridley	Commissioner
David B. Simpson	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

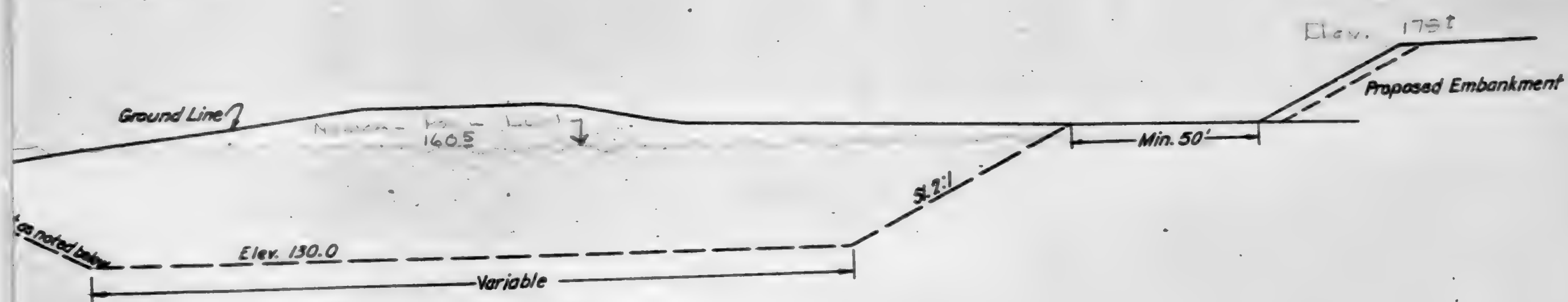
DIVISION


BIGGS JUNCTION INTERCHANGE
See Sheet 15A For Profiles
For Entrance & Exit Ramp Details not shown, see dwg. Nos. 2092 & 2093
T. 2 N. R. 16 E. W. M.
Columbia River
Normal Pool Elev. 160.5
"WF" LINE
"D" LINE
"A" LINE
"SH" LINE
W. BD.
E. BD.
Access Control Line
Future Painted Traffic Markers
R/W
Const. Type I Fence
Exist. Prestressed C.D.G. Struct. -213' Roadway Width -30'
Exist. Prestressed C.D.&R.R. O'Xing Struct. -175' Roadway Width -30'
Relocated Sherman Hwy
"SH" 400' Sp. S=14°00' a=1.75
"SH" 7°00' C.L. TΔ 58°10' Ts 659.30'
"L" 0°15' C.R. TΔ 6°13' Ts 1369.56' 2-250' Sp. S=0°18'45" a=0.1
0°45' C.R. TΔ 6°13' Ts 539.87 2-250' Sp. S=0°56'15" a=0.3
4°00' C.L. TΔ 11°06' Ts 239.78 2-200' Sp. S=4°00' a=2.0
"WF" 7°00' C.L. TΔ 12°01'40" Ts 381.80
Existing U.S. 30 Hwy.
THE DALLES
Finish Grade ℄ E. Bd.
Subgrade
Ground Line
No Work
Emb. 63,541

8V-15

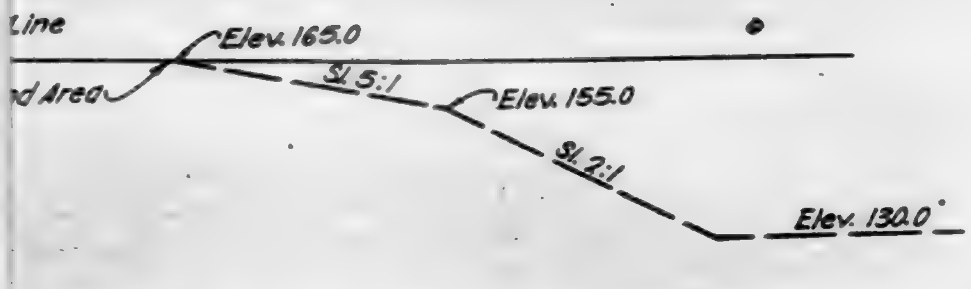
BIGGS - RUFUS SECTION COLUMBIA RIVER HIGHWAY SHERMAN COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I80N-3(7)102		See Index

AL SECTIONS

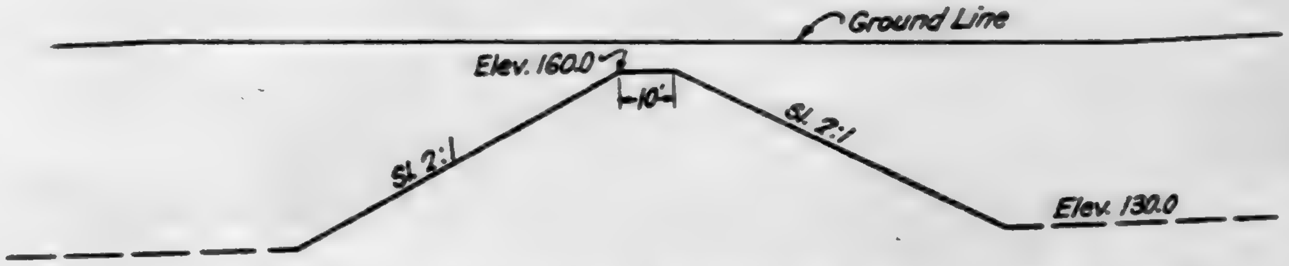


BORROW AREA

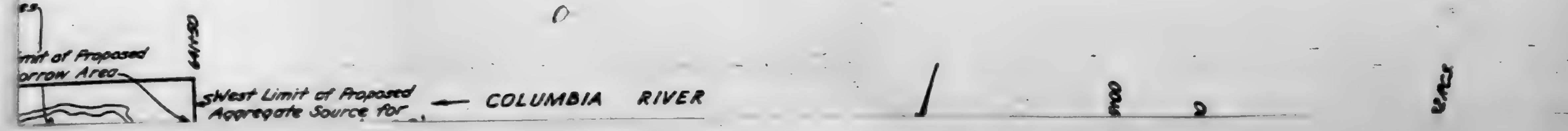
STA. 624



LOPE TREATMENT OF ISLAND AREAS
WHICH ARE TO REMAIN
(See Plan of Borrow Area For Locations Specified)



BERM IN PROPOSED BORROW AREA, STA. 621+00 6



STATE OF OREGON
STATE MARINE BOARD
OFFICE OF THE DIRECTOR
SALEM 97310

March 15, 1965

Mr. P. M. Stephenson
Asst. State Highway Engineer
State Highway Building

File 119

Dear Mr. Stephenson:

Mr. John Hilderbrand of Wasco called last week regarding the need of a boat launching facility in Sherman County.

Prior to the present highway construction project boats were launched from the old Maryhill Ferry Slip; however, due to the highway project, this access has not been available for some time. Consequently, the boaters from that area are launching their boats in Washington, paying a bridge toll to cross over and upon returning.

Realizing that the construction work may prohibit building a permanent launching ramp at this time we are wondering if a temporary access could be provided to take care of the immediate needs.

Enclosed are copies of previous correspondence regarding this problem.

Yours very truly,

R. F. Rittenhouse
Director

RFR:mm

cc - Mr. John Hilderbrand
Box 315
Wasco, Oregon 97065

NOTED
LLOYD P. SHAW

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 27 1964
FOR FILING

6E86

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 25, 1964

1383

Mr. R. F. Rittenhouse, Director
State Marine Board
506 Public Service Building
Salem, Oregon

Dear Mr. Rittenhouse:

I have talked to D. J. Barbee, Assistant Construction Engineer, regarding the arrangement for an access to the Columbia River in Sherman County as requested by Mr. John Hilderbrand of Wasco.

Mr. Barbee informs me that upon completion of the project, access will be possible at the Biggs Bridge Interchange and at Rufus from a frontage road. No investigations of these sites as to the feasibility of constructing boat ramps has been made. At the present time both areas are occupied by contractors' haul roads and would not be available for public use.

It is our plan to have boat launching facilities at the mouth of the Deschutes River and the Corps of Engineers is making provision for the same facilities on the John Day River arm of the John Day Pool.

Very truly yours,

L V Koon

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl
cc: P. M. Stephenson ✓

NOTED
P. M. STEPHENSON

Commissioners
Joseph W. Smith, Klamath Falls
Chairman
John P. Amacher, Winchester
Vice-Chairman
Tallant Greenough, Coquille
Wayne E. Phillips, Baker
J. Pat Metke, Bend

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

May 22, 1964

Mr. John Hilderbrand
Box 315
Wasco, Oregon 97065

Dear Mr. Hilderbrand:

The Maryhill Ferry islands were identified in the general plan of the Dalles dam as wildlife area to be licensed to this department. The license has never been issued but the Corps of Engineers considers the general plan to be effective and the land is so reserved.

The Walla Walla district of the Corps of Engineers solicited us for gravel from these islands to be used in the construction of the John Day dam. It was finally agreed that they could take a large amount of gravel from the island providing they would leave the water at a certain depth and the remaining island at a certain elevation; and also that where the work area is now located, upon completion of the gravel removal, would be developed into a parking area and boat ramp with access road from the bridge interchange. When this access is completed, being in behind the islands and having some protection from the winds, this should be a very popular and efficient boat access.

I realize that the access to this part of the river is quite limited while this construction is under way, but as soon as it is completed I feel that we will have suitable facilities.

I appreciate your interest in this access program and also any suggestions or criticisms you have to offer will be appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By

A. V. Meyers
Lands Supervisor

AVM:gp
cc: Mr. R. F. Rittenhouse
Director

May 14, 1964

State Marine Board
Salem, Oregon

Dear Sir;

Re: Boat landing facilities on the Columbia in Sherman County.

The boaters in Sherman county have lost their last landing in this county. This landing was at the old Maryhill ferry sight and was used quite a bit. Many of the construction workers who live in this county have boats which are registered in other county~~ss~~ so many more are interested in this than our county registration shows.

We would like to keep this landing open until other facilities are available. The County Court gave up its axcess rights to this sight because of the highway construction but thay thought that soon other facilities would be available. Thay are willing to help in anyway thay can to get a landing that we can use now. We are willing to help in anyway we can in the construction of such a landing.

Is there some way that the State of Oregon can help us? Also could you find out if the Game Commission plans to build landings West of Rufus and if so when?

I will be glad to find any information or help in any way you wish.

Your's truly,

John Hilderbrand

John Hilderbrand
Box 315
Wasco, Oregon 97065

RECEIVED
MAR 31 1965
FOR FILING

March 31, 1965

Continental Casualty Company
Seattle Branch Office
Surety Department
727 Washington Building
Seattle, Washington

Gentlemen:

On March 11, 1965, we wrote to you concerning release of final payment on Contract No. 6286 awarded to Gibbons and Reed Company for grading and structures on the Celilo-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties.

Final payment on this contract is $264,809.53 and the total contract amount is $5,649,555.53, including $2,466.45 for work performed under force account. We are retaining $30,000.00 for railroad flagging charges on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Gibbons and Reed Company
P.O. Box 4989
Portland 13, Oregon

S. P. Belkan, Agent
Portland Service Office
910 Broadway Building
Portland 5, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
MAR 9 - 1965
FOR FILING

7 [illegible]

6286

March 9, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed December 21, 1964 on Contract No. 6286. The contract was with Gibbons and Reed Company and was for grading and structures on the Columbia River Highway in Wasco and Sherman Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on March 11.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
James F, Putnam

LPS:bjs

RECEIVED
MAR 1 - 1965

FOR FILING

March 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Celilo-Biggs Section of the Columbia River Highway, Contract No. 6286, Project No. I-80N-3(22)95 in Wasco and Sherman Counties, was completed June 22, 1964.

This work was authorized by Order for State Work No. 7 dated May 22, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:cr

cc: R. N. Chase

RECEIVED
MAR 5 - 1965
FOR FILING

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION
6411

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

FEBRUARY 26, 1965

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY
Please handle

File Ref. D 315 - 2 - 96

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

In connection with the State's reconstruction of Celilo-Biggs Section of the Columbia River Highway, the Railroad gave the State permission to use a temporary haul road crossing under Railroad's Bridge 101.15 at Fulton Canyon, as covered by supplemental agreement dated November 22, 1963.

Recent flood damage at this location required the Railroad to place rock fill and riprap to protect the bridge and track, and the Railroad Company does not wish this to be disturbed.

In view of the foregoing and the fact that the State has abandoned and removed its highway bridge on the Interchange road next to the railroad, wish to advise that the State may use the center span of the bridge for haul road by providing the same clearances under conditions stated in the agreement of November 22, 1963.

If this arrangement will be satisfactory, will you please signify the State's acceptance on duplicate copy of this letter, in space provided,

NOTED
LLOYD P. SHAW

and return for the Railroad's record.

Yours very truly,

W. G. Johnson

RECEIVED
MAR 3 1965
OFFICE OF
STATE [illegible]

RECEIVED
MAR - 3 1965
OREGON
STATE HIGHWAY COMMISSION

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 332-C & 1750-B

WEEK ENDING: February 6, 1965

SECTION: Celilo - Biggs

SECTION PREFIX: 633-1082

HIGHWAY: Columbia River

COUNTY: Wasco & Sherman

NAME OF JOB: Celilo - Biggs

KIND OF WORK: Grading & Structures

CONTRACTOR: Gibbons & Reed Co.

CONTRACT NUMBER: 6286

FEDERAL AID PROJECT NUMBER: I-80n-3(22)95

DATE OF CONTRACT: June 10, 1963

DATE WORK STARTED: June 26, 1963

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 300

WORK DAYS USED: 273

PERCENT OF TIME ELAPSED: 91

PROJECT AUTHORIZATION: $6,665,294.25

ENGINEERING AUTHORIZATION: $473,976.48

EXCLUSIVE OF ENGINEERING: $5,924,706.00

ENGINEERING COST TO DATE: $209,275.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,704,611.40

PERCENT OF AUTHORIZATION: 45 %

ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 3.7 %

DATE PROJECT WAS COMPLETED: December, 21, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100	100	100	100	100	None	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.09	0.52			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.09	0.52			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,246,900CY	1,760 CY			
TOTAL QUANTITIES CORRECTED TO DATE	4,783,389CY	1,925 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	" "	"			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Frost - Overcast A.M. - Clearing Mild P.M.		
TUESDAY	Overcast - Mild		
WEDNESDAY	" "		
THURSDAY	" "		
FRIDAY	Clearing - Mild		
SATURDAY			

CONSTRUCTION DIVISION
FEB 1965
NOTED [illegible]
COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Four men in the office compiling semi-final [illegible]
TUESDAY	" " " "
WEDNESDAY	Four men in the office completing the semi-final. Two men in the field setting R/W posts.
THURSDAY	Two men in the field setting R/W posts. Semi-final was submitted to the Division Office this P.M.
FRIDAY	Two men completed setting R/W/ posts.
SATURDAY	

REMARKS

Semi-final data for this project was completed Tuesday and submitted to the Division Office Thursday.

As mentioned in the construction engineers statement of the semi-final the R/W posts had not been set on this project upon submission of the semi-final.

R/W/ posts arrived this week and a 2 man crew finished setting these posts Friday P.M.

Final Weekly Report this Project –

CC: BPR
Krehbiel
Bridge Department

SIGNED Richard S. Hawkins Res. Engineer
ADDRESS The Dalles, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

HIWAY READY MIX, INC.
P. O. BOX 762 • PHONE CY 6-2064
THE DALLES, OREGON

July 10, 1964

Contract Officer
State Highway Department
Salem, Oregon

Reference: Willamette Tug & Barge Co., subcontractor to Gibbons & Reed Co. on Contract No. 6286 State Highway Department - Celilo-Biggs Section of Columbia River Highway.

Gentlemen,

As of this date, July 10, 1964 the deliquent account of Willamette Tug & Barge Company, dating back to December 1963 has been paid in full, therefore Hiway Ready Mix, Inc. has no further clain against The subject Company.

Yours very truly,

HIWAY READY MIX, INC.

K. D. McRae

K. D. McRae,
Secretary Treasurer

Copy to:
Gibbons & Reed Company
P.O. Box 1330
The Dalles, Oregon

NOTED
C. W. HEAD

RECEIVED
JUL 13 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 20 1964

FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

July 6, 1964

08-35-RC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original Signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(22)95
Celilo - Biggs Section
Union Pacific Railroad Company Agreement

The subject agreement that accompanied Mr. Young's June 24, 1964 letter under file numbers 33269 and 31772 dated March 12, 1964 has been approved effective July 1, 1964.

We assume from the data on file that this portion of the railroad work, as well as all other such work, is considered to be a subsidiary obligation of the construction contract.

original To Young
7-14-64

RECEIVED
JUN 29 1964
FOR FILING

[illegible]

6286

477 Cottage Street, N.E.
Salem, Oregon - 97301

June 25, 1964

08-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. L. P. Shaw

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Inspection-in-Depth, Oregon Project I-80N-3(22)95
Celilo-Biggs Section
Columbia River Highway

Transmitted herewith is Mr. Grafe's inspection-in-depth report covering methods of computation of earthwork quantities, subject project.

No recommendations have been made to modify the existing procedures, but, as mentioned in the report, some future conditions concerning contractor selection of sources are in order. It is our understanding that this is already under consideration.

The project and Division personnel should be commended for a well administered project.

Attachment

NOTED
LLOYD P. SHAW

STATE COPY

Form PR-33
(5-2-56)

Division No. [illegible]

District Oregon Division

Project No. I-[illegible](22)95

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Report on [illegible] for Intermediate Contract Estimates

Inspection made by [illegible] *Date inspection made* May 14, 1964

In company with [illegible] D. Glenn, Res. Engr., OSHD

[illegible]

[illegible] preliminary review of plans	1 hour
[illegible]	3 hours
[illegible]	2 hours
[illegible]	4 hours
[illegible]	6 hours
Total Time	15 hours

[illegible]:

[illegible] for [illegible], draining, structures, fencing and [illegible] at station 125, approximately .9 mile east [illegible] for 7.00 miles to station [illegible] bridge across Spanish Hollow Creek [illegible] Highway with the Columbia [illegible].

[illegible] river side of the existing [illegible], and calls for construction of the [illegible] being furnished at the con[illegible] basis of payment.

[illegible]-in-place, selected rock [illegible] to protect 116,[illegible] sq. yds. [illegible] place quantity [illegible] 273,400 cu. yds. [illegible] quantities on the project are placed in the water.

[illegible]: Grading, draining and structures.
[illegible]
[illegible] Construction Co., Salt Lake City, Utah.
[illegible]
[illegible]

- more -

[illegible]: [illegible]
[illegible]: July 1, 1963
[illegible]: June 24, 1963
[illegible]: [illegible]
[illegible]: [illegible]
[illegible]: Three barge mounted cranes placing [illegible] at section 133-136. Other work was at a [illegible] because of the laborer's strike, which had put up picket lines. [illegible] refused to cross.

[illegible]:

[illegible] in the inspection involved comprehensive review of office records, review of qualification of engineering survey personnel on the project, and field inspection and review of project in company with the resident engineer.

At the time of the inspection the survey crews were not working on [illegible] quantities but were [illegible] establishing lines for the barging and placement operation to the westerly end of the project.

SUMMARY OF FINDINGS:

The project personnel have done an adequate initial stakeout job and are doing [illegible] intermediate survey work to assure proper quantities for payment of intermediate estimates and assurance that proper amounts of [illegible] are placed. Office and field personnel are well qualified for the work which they are performing. Unanticipated conditions [illegible] by virtue of the contractor's selection of source have been covered by appropriate price agreements and project control has been well maintained.

[illegible]:

Satisfactory evidence of proper performance of duties and maintenance of records does not indicate that any recommendations or changes are appropriate. Additional findings indicate that some modification in the [illegible]-in-place item specifications should be made but this is now under study by the State and it is anticipated that any future projects involving this type of payment will cover it properly.

DISCUSSION:

Engineering staff consists of resident engineer, assistant resident engineer, 2 field crews, 2 draftsmen, 1 computer, and adequate construction inspection personnel, with a total staff of 18 men.

- more -

[illegible] with the department 16 years and has [illegible] years on several different type of [illegible] has been with the department [illegible] engineer for 1 year. The [illegible] the remeasure, which is [illegible] investigation, has been with the State Highway [illegible] years, of which he has been transitman 5 1/2 years. [illegible] satisfactory qualifications for the [illegible] positions.

[illegible] involves primarily 1 survey [illegible] line for determination [illegible] computed and plotted by 2 [illegible] office under the direct supervision [illegible] engineer.

[illegible] Guide to Project Procedures and [illegible], Title [illegible], U.S. Code.

[illegible] under this project have been [illegible] are as follows:

[illegible] Corp. [illegible], Oregon	[illegible] in place, special rock [illegible], and sprinkling - $370,500 of which they have subcontracted a portion of the special rock [illegible] to [illegible]fellow Bros., Wenatchee, Wash.
[illegible] River Navigation Co. [illegible], Oregon	Subcontracted portion of the embankment and portion of the selected rock embankment, $1,222,000.
[illegible] Tug & Barge Portland, Oregon	Subcontracted portion of embankment, plus piling and footings for [illegible] River Bridge and other structural items, total amount $553,000, of which an unknown quantity is for that of the embankment since the copy of the actual subcontract is not available.

Total subcontracted to date, including the structures - [illegible]%, or $[illegible].

Willamette Tug & Barge, in their subcontract, have dredged a large [illegible] of fine [illegible] material [illegible] of the Deschutes River and placed it on the fills adjacent to the mouth of the river. Umpqua River Navigation Co. has [illegible] gravel embankment material and some selected rock embankment from an island in the Columbia River and transported by barges and placed on the fills by clamshell and dragline.

- more -

[illegible] Corp. has excavated from a sand pit in the vicinity of [illegible] the westerly portion of the project and Gibbons and [illegible], the prime contractor, has excavated their material [illegible] talus. Goodfellow Bros. Construction Co. provides the selected rock embankment, more commonly known as riprap material, from a quarry adjacent to the village of Biggs in the easterly end of the project where they are also furnishing it under a contract for the adjacent project to the east.

Discussion with the resident engineer revealed that the quantities are determined before payment of the monthly progress estimate by remeasuring the fills, [illegible] the next section.

Review of the cross sections in the office showed evidence that remeasure is done each month, and that the common embankment material is never allowed to protrude outside the neat line, but is held back assuring an adequate amount of selected rock embankment material. Payment for the common embankment is made outside the common embankment neat lines [illegible] of the fill including selected rock. The cross sections [illegible] measurements have been taken at different dates to indicate the proper progress each month, slopes of the material, and to assure the proper amount of selected rock embankment. Initial measurements taken with the lead line show good correlation with measurements taken by the fathometer. Final measurement will be done with the fathometer in all cases.

It should be mentioned at this point that during early stages of construction, severe wind conditions caused very serious erosion of the fill except for that placed by the [illegible] Navigation Company because of the predominance of very fine blow sand material, and it was necessary to negotiate a price agreement to provide wind erosion protection in the amount of [illegible]. Price Agreement No. 3 for 116,350 sq. yds. at a price of [illegible] covers this. This is one of the results of a source of the contractor's choice on borrow material and provisions will be made in future specifications to avoid this possibility.

All in all the project staff is well organized and doing an adequate amount of field work to assure that the contractors are paid properly and currently with proper recognition of field problems as they arrive.

RECEIVED
1964

Form CD-121
(11-63)
(Pres. by
A.O. 20

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: June 9, 1964

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(22)95, Celiol-Biggs Section
Columbia River Highway
Seeding and mulching
Total estimated cost - $1,000
Federal participation - $900

NOTED
R. L. PORTER

Reference is made to your letter dated June 3, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
LLOYD P. SHAW

Orig to Young
6-17

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

STATE COPY

[illegible]VED
[illegible] modification of
[illegible] if additional
MAY 28 [illegible]
U.S. [illegible] Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 7

Project Name Celilo-Biggs Date May 22, 1964

Highway Columbia River Contract No. 6286 F. A. Project No I-80N-3(22)9

County Wasco & Sherman Prefix 633-1082 Account No. 224 & 238

Description of Work To Be Done: Grass seeding, fertilizing, mulching and covering with wire netting and/or oil emulsion the fill slopes and adjacent right of way areasfor protection against erosion to prevent fouling of the Union Pacific Railroads Co. ballast. Work to be done by State forces. Area to be covered is approximately 12,200 sq.ft. as shown on attached sketch.

Location by Station Numbers:

Along southerly right of way between Stations 494+50 and 499+00.

Estimate of Quantities and Costs:

Labor	$ 500.00
Materials	350.00
Equipment Rental	150.00
Total	$1,000.00

Explanation: This work is necessary to prevent danger of fouling U.P.RR. mainline ballast. The State is equipped to perform work with specialized equipment and has forces performing this work nearby. The area is too small to be contracted and as much of the work will be hand labor, they can perform it at less cost. Funds were not made available in project authorization area not accessable by vehicles so that rock erosion blanket may be placed.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $6,665,294.25
Present estimate of project cost, including $1,000.00 for work under this order $6,122,807.36
Expected under-run (amount) $542,486.89
Expected under-run (per cent) 8.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ M. D. Glenn
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or

Approval Recommended: /s/ Dean Swift
Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 3 - 1964
FOR FILING

6286

June 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, Account No. 224-238, covering seeding and mulching on the Celilo-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties, Contract No. 6286, in connection with Federal Aid Project No. I-80N-3(22)95.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Due to strong winds in this area the use of wire netting is necessary. The railroad ballast and tracks are being fouled and filled with the blow sand. Copies of our Resident Engineer's letter with the history and in explanation of the problems are attached.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested. This work was verbally recommended for approval by the BPR Area Engineer May 28, 1964, and the Field authorized to proceed as an emergency measure. Your approval as of that date is requested.

The total estimated amount of the order is $1,000.00, with Federal participation of $900.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

FORM E-123X 50M 12-63

RECEIVED
MAY 25 1964
FOR FILING

6271

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 14, 1964

Mimsy Ready Mix, Inc.
P. O. Box 762
The Dalles, Oregon

Attention: Mr. Lawrence Gerside
President

Gentlemen:

This is to acknowledge receipt of your letter of May 6 stating that Willamette Tug & Barge Co., subcontractor, owes you $4,437.11 for concrete ready mix. You advise that this is in connection with State Highway Contract No. 6286 with Gibbons & Reed Co. for grading and structures on the Celilo-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties.

The surety on this project is the Continental Casualty Company, through S. P. Bolken, Agent, Portland Service Office, 910 Broadway Building, Portland 5. We will advise them that your letter has been received and we will also send your letter to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

File # 4081

FILED
MAY 19 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Continental Casualty Co.
310 S. Michigan Avenue
Chicago 4, Illinois

Continental Casualty Company
Northwest Branch Office
105 Cobb Building
Seattle 1, Wn.
Attn. Warner M. Bruce, Mgr.

Continental Casualty Company
910 Broadway Building
Portland 5, Oregon
Attn.: S. P. Bolkan, Agent

Gibbons & Reed Co.
P. O. Box 4989
Portland, Oregon

NOTED ON CARD

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

(Please acknowledge receipt of the claim on the enc. copy of this letter).

Commissioners

NOTED
C. W. HEAD

RECEIVED
FEB 20 1964

FOR FILING

February 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 274 covering the revision of construction identification signs on the Celilo-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties, Contract No. 6286 in connection with Federal-Aid Project No. I-80N-3(22)95.

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $40.00 with Federal participation of $36.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mb

Enc.

RECEIVED
JAN 23 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1964

SUBJECT: Celilo-Biggs Section
Columbia River Highway
Contract No. 6286

To:

Mr. W. T. Wright
Right of Way Engineer
BUILDING

You will recall that certain discrepancies were disclosed when field forces attempted to outline Borrow Area No. 3 as shown on Sheet No. 2-B of the construction plans for this project. In this case the plan designated area fell considerably short of acreage owned by the State.

While it was first believed vital to acquire the plan designated area by condemnation, a decision was made later to not take action unless the contractor expressed an intent to use the borrow area in question.

Arrangements have now been completed for the contractor to enter an area on the easterly side of Fulton Canyon which is within our right of way. As a part of this arrangement, the contractor has furnished a letter relinquishing any claim to the plan designated borrow area no. 3 on the westerly side of the canyon.

Copies of one sketch and various letters covering this transaction are attached for your information and files as follows:

1. January 10 letter from contractor requesting permission to use new borrow area and relinquishing claim to borrow area no. 2 (this no. 2 designation was in error).
2. Sketch showing general area of new borrow east of canyon..
3. January 15 letter from Resident Engineer Glenn to contractor confirming permission to use area shown on sketch.
4. January 17 letter from contractor correcting error in borrow designation from no. 2 to no. 3.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc R. L. Porter
Lloyd Shaw

[illegible] & REED COMPANY
General Office — Salt Lake City, Utah

REPLY TO: P.O. Box 13[illegible]
The Dalles,
Oregon

[illegible]

[illegible] 10, 19[illegible]

[illegible] the above [illegible] letter which in paragraph No 3 [illegible] to [illegible] Area No. 2.

[illegible] Area No. 3 as shown on sheet [illegible]

FORM E-123A 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM~~ 10
The Dalles

January 15, 1964

Celilo-Biggs Section
Columbia River Highway
Contract No. 6286
Proposed Borrow Area

Gibbons and Reed Co.
P.O. Box 133
The Dalles, Oregon 97058
Attention: Mr. O.H. Foster, Project Manager

Dear Sir:

This will acknowledge the verbal permission granting use of the additional borrow area as shown on the attached sketch map and subject to the stipulations as listed in your letter of request dated January 10, 1964.

The necessary traffic protection signs should be properly installed on the Fulton Canyon Road and U.S. 30 prior to hauling from the proposed borrow area.

Very truly yours,

M. D. Glenn
Resident Engineer

EJ Dunn
by E.J. Dunn
Ass't Res. Eng'r

cc: Dean Swift
F.D. Morgan ✓

1-17-64
Discussed with Glenn's office - Gibbons and Reeds attached letter referred to borrow area No. 2. Correction letter on the way - FO

CONSTRUCTION DIVISION
RECEIVED
JAN 17 1964

[illegible] Reed Company
General Office — Salt Lake City, Utah

REPLY TO: P.O. Box 133
The Dalles,
Oregon

[illegible] January 1954

[illegible]

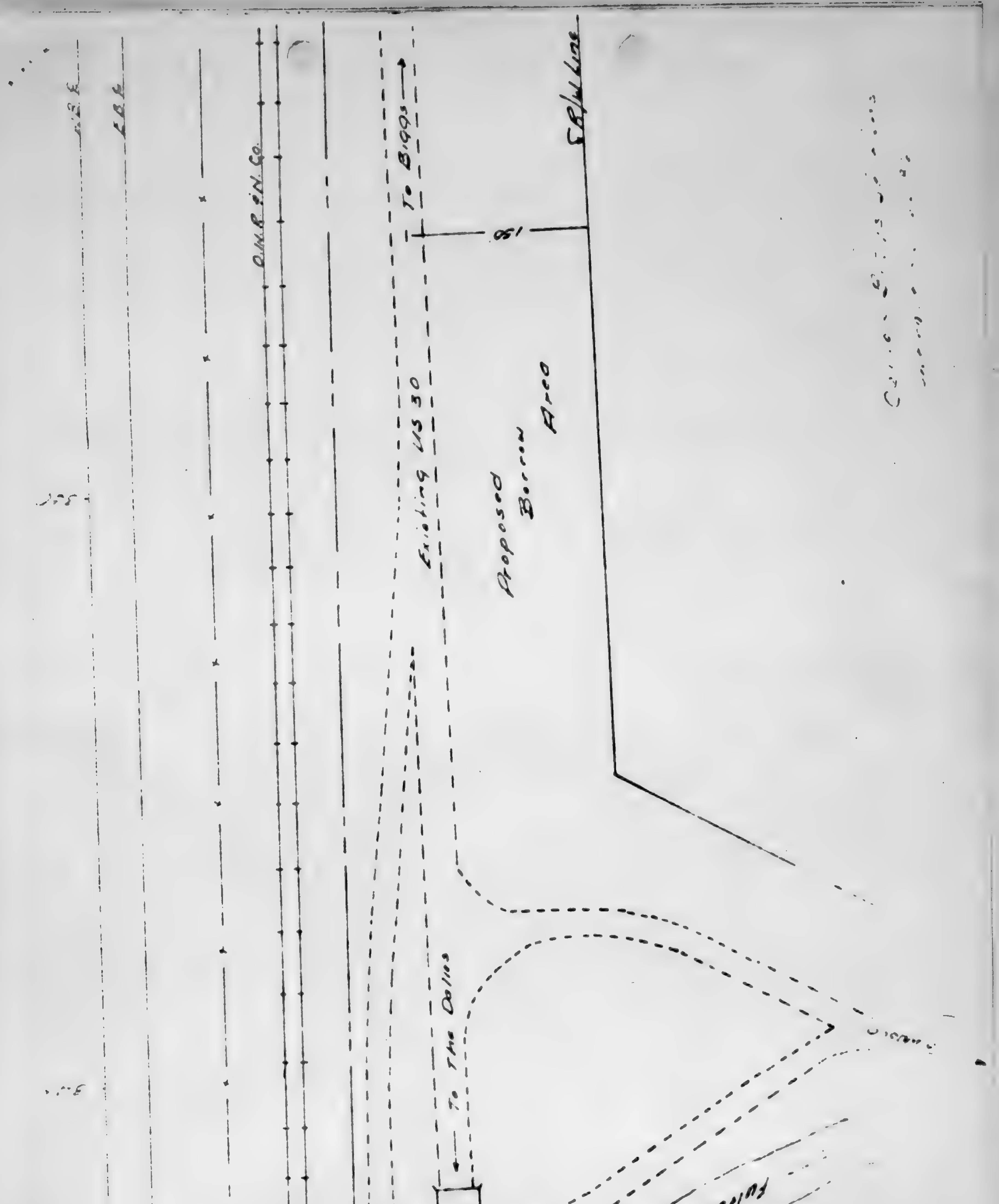
[illegible] relative to our recent [illegible] additional borrow area in the [illegible].

[illegible] the area lying immediately [illegible] along the southside of existing [illegible] of approximately 1000 L. F.

[illegible] hereby relinquish any and all claim [illegible] availability of a portion of borrow [illegible] on the Contract Drawings.

[illegible] for final slope protection as [illegible] protection and or relocation of [illegible] of the subject area.

[illegible]



O.W.R. & N. Co.
To Biggs
S R/W Line
150'
Existing US 30
Proposed Borrow Area
To The Dalles
Fulton Canyon

FORM E-30X 50M 3-63 43606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles
December 19, 1963

To: Dean Swift
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

SUBJECT: Celilo-Biggs
Columbia River Highway
Contract No. 6286
Borrow Area #3

Mr. G.L. Decker telephoned me this afternoon inquiring as to whether Gibbons and Reed Co. would require the additional area at Fulton Canyon quarry site. Informed him that I undersood state would not acquire property and had been instructed on December 3 to so inform contractor but had not done so as yet. He informed me that state would acquire but would have to condemn and would not do so unless contractor definately needed additional area.

On November 18th I had been requested by teletype to furnish an estimate to right of way department as how much material contractor would need from this additional area. I contacted their project engineer and was informed that possibly 50,000 to 100,000 might be taken but possibly none would be needed. This infromation telephoned to Mr. Baker and attention called to fact that the location of existing quarry site did not coincide with that on right of way maps. He requested I get letter from contractor stating definately whether additional area would be needed.

Letter was requested from contractor's representatives on several occasions, the last time on November 26th. At that time Mr. O. H. Foster, Project Manager, said he was deliberately delaying sending letter as need would depend on Umpqua River Navigation Co. being able to make fill between station 390 - 415. If they can get their barges in then Umpqua will make fill from Miller Island, if not, then Gibbons and Reed will have to make it from the additional area at Fulton Canyon.

M. D. Glenn
Resident Engineer

cc: F. D. Morgan

CONSTRUCTION DIVISION
[illegible]
DEC 2 1963
ROUTED [illegible]

[illegible] D. P. SHAW

RECEIVED
DEC 4 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 2, 1963

Mr. A. W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Re: Oregon Project I-80N-3(22)95
Deschutes River Bridge
Wasco and Sherman Counties

Dear Sir:

By your memorandum of August 8, several questions were raised as to the State's policy on providing concrete seals for piers constructed under water. For the subject project the State believed, and this belief was justified during the construction of these piers, that concrete seals were necessary.

In 1954 the State constructed a structure to carry Highway 30 across the Deschutes River approximately 400 feet upstream from the subject structure. At the time of construction in 1954 The Dalles Dam pool had not been created and, except for two (2) bents of this bridge, all footings were in exposed solid rock. The solid rock at this location is a very hard basaltic lava.

After creation of the pool behind The Dalles Dam, slack water was created at the mouth of the Deschutes River, which in turn caused the deposition of sands and silts overlying the solid rock. In our opinion, it was necessary to found the piers of this structure on solid rock. From previous experience in the construction of the 1954 structure, it was known that sheet piling could not be driven into the rock, and also that because of the roughness of the rock, it would be impossible to construct these piers in the dry. For this reason, concrete seals for all the river piers were indicated.

The State agrees with the B.P.R. that, whenever possible, footings should be constructed in the dry. In the present instance, the final clean-out of the pier area was with an air-jet pump. Soundings inside the cofferdam prior to placing the concrete seals indicated that all extraneous material was removed to bare rock. There was no material overlying the bare rock to contaminate the seal concrete and, it is the State's belief, borne out by the condition of concrete after pumping the seal, that excellent sound concrete was poured under water.

Piers 1, 2, 3, and 4 of the subject bridge were river piers and consisted of bents with two footings and shafts and a heavy crossbeam. For stability each seal was 17 x 20 feet in plan size. On this size of seal concrete, the bearing pressure between the seal concrete and the rock foundation is about 63 pounds per square inch, or 4.56 tons per square foot. It is not believed that the coring of the seal could be justified in any manner.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:vt

cc: Mr. P. H. Stephenson
Mr. L. H. Young
Mr. C. H. Maison
B.P.R.

EIVE
DEC 3 1963
OFFICE OF
HIGHWAY ENG

RECEIVED
NOV 19 1963
FOR FILING

[illegible]

6286

November 18, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the November 22 meeting will appear the matter of entering into a supplemental agreement with the Union Pacific Railroad Company, on the Celilo-Biggs Section of Interstate Highway 80-N in Wasco and Sherman Counties. This supplement provides for a crossing of the Railroad's right of way and tracks by the contractor, State Contract No. 6286. Under terms of the contract, the contractor is responsible for any railroad expense in connection with the crossing.

This supplemental agreement appears to be in order and I recommend that it have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
L. I. Lindas
C. H. Maison

RLP:ms bbc

RECEIVED
OCT 29 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 25, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97217

RE: Contractor's Access Roads
E. End, UPRR Bridge No. 9928
Celilo-Biggs Section
Columbia River Highway
Project I-80N-3(22)95

Attention: Mr. G. H. Baker

Gentlemen:

As requested in your letter of October 22, 1963, this letter may be considered as agreement by the State to the terms and conditions of use of the access roads under the Deschutes River and Fulton Canyon bridges as stipulated in your letters of September 10 and 13.

We would appreciate a permit of entry under these conditions so that immediate use may be made of these accesses pending the signing of a formal agreement on their use.

Very truly yours,

F. D. Morgan
Construction Engineer

By CHBaker
C. H. Baker
Ass't Field Construction Engineer

CHB:fp
cc L. P. Shaw
Dean Swift
M. D. Glenn

RECEIVED
OCT 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

GIBBONS & REED COMPANY

General Office [illegible]

Oct. 1, 1963

Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon

Re: Contract No. 6286
Deschutes River Undercrossing -Easterly Side.

Attention: Mr. M. D. Glenn

Gentlemen:

We herewith request permission to establish an access road both for hauling of borrow materials and for various service equipment units, by the method of leaving the construction of the required footpath at approximate elevation 162.00 until such time as the need for such access is precluded.

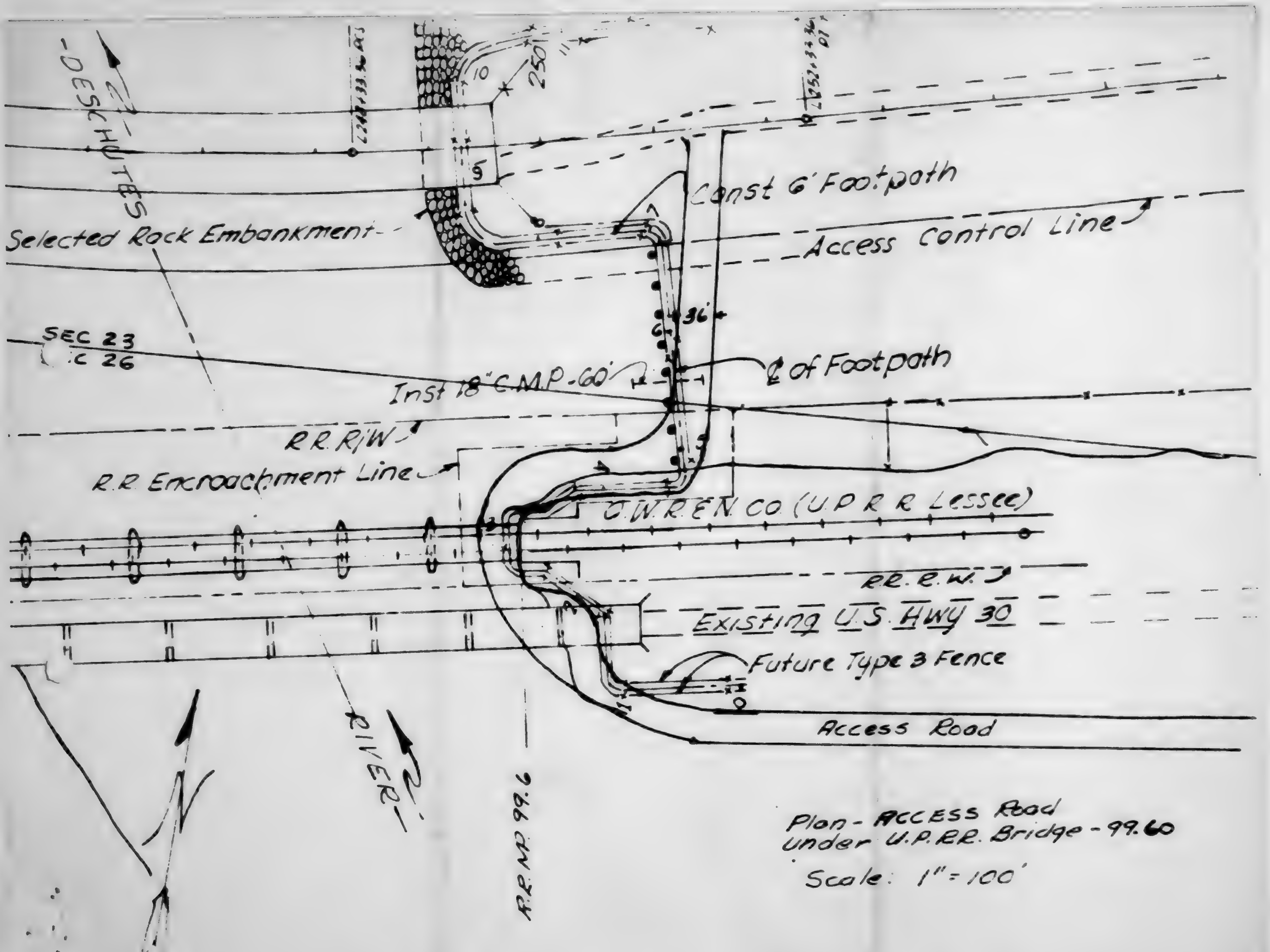
Alignment will be approximately in accordance with that shown on the plans.

Your efforts in expediting the granting of this request will be appreciated.

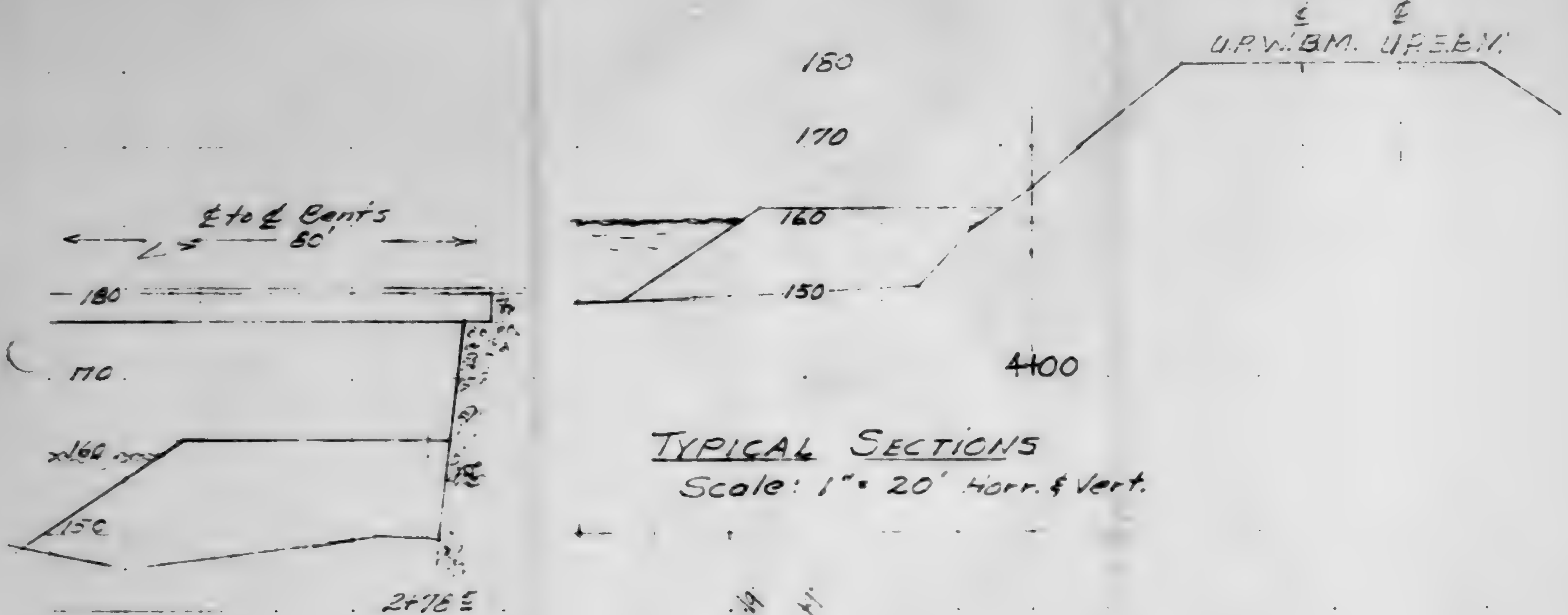
Yours very truly,

GIBBONS AND REED CO.

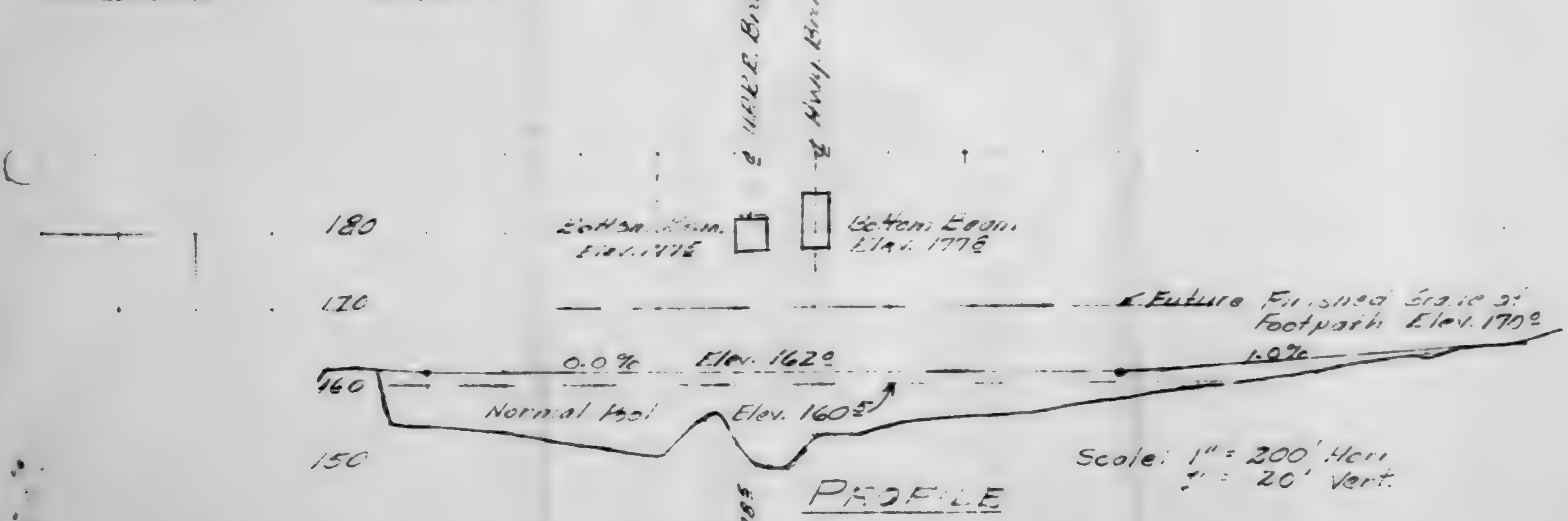
O. H. Foster, Proj Mgr.



Plan - Access Road
Under U.P.R.R. Bridge - 99.60
Scale: 1" = 100'



TYPICAL SECTIONS
Scale: 1" = 20' Horr. & Vert.



PROFILE

Scale: 1" = 200' Horr.
1" = 20' Vert.

7 ~~6/7~~ ~~5/6~~ ~~4/5~~ 3 2 1

RECEIVED
OCT 10 1963
FOR FILING

COMMISSIONERS
GL[illegible] J[illegible]MAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6286

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 2, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97217

ATTENTION: Mr. G. H. Baker

Re: Contractor's Access Roads
UPRR Bridges No. 99.28 and 101.5
Celilo-Biggs Section
Columbia River Highway
Wasco and Sherman Counties
Project No. I-80N-3(22)95
Contract No. 6286
YOUR FILE: D 315 - 2 - 96

Gentlemen:

This is to advise you that Gibbons & Reed Company and the State have accepted the conditions stated in your letters of September 10 and September 13, 1963, relative to the use of these crossings during construction.

Please prepare the necessary agreements so that we may proceed promptly with our work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: L. P. Shaw ✓
Dean Swift
M. D. Glenn

NOTED
LLOYD P. SHAW

FORM E-30X 50M 3-63 49608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles
September 25, 1963

SUBJECT: Celilo-Biggs Section
Columbia River Highway
Contract No. 6286
Access Roads accross Union
Pacific Railroad Property

To: Dean Swift
Division Engineer
Oregon State Highway Dept.
P.O. Box 1249
Bend, Oregon

Attached is copy of letter from Gibbons and Reed Co. accepting the conditions required for use of access roads requested at Fulton Canyon and at the westerly side of the Deschutes River.

I have contacted Mr. Tabor of the Union Pacific Railroad regarding Gibbons and Reed Companies request to meet with a representative of the railroad. Mr. Tabor informed me that he would meet with them if they wished to contact him and make the necessary arrangements.

M D Glenn
M. D. Glenn
Resident Engineer

MDG:alb

cc: F.D. Morgan
Gibbons and Reed Co. (2)
Union Pacific Railroad Co.

Attach.

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1963
[illegible]

GIBBONS & REED COMPANY

General Office – Salt Lake City, Utah

CONTRACTORS

Address P.O. Box 13
The Dalles, Oregon

September 23, 1963

State of Oregon
State Highway Department
West Columbia River Highway
The Dalles, Oregon

Attention: Mr. M. D. Glenn
Resident Engineer
Contract 6286

Dear Sir:

Reference is made to your letter of September 19, 1963, relative to Union Pacific Railroad Company requirments for the crossing of their property in the area of the subject project.

You are advised that the conditions, as out lined are acceptable.

However, we respectfully request your advice as to naming a representative of the Union Pacific Railroad Company with which we may further discuss the details involved in complying with the stated directive.

Very truly yours,

Gibbons & Reed Company

O. H. Foster,
Project Manager

cc
Portland
File

FORM 2123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM~~
The Dalles

September 19, 1963

Gibbons & Reed Co.
P.O. Box 133
The Dalles, Oregon 97058

Celilo-Biggs Section
Columbia River Highway
Contract No. 6286
Access Road

Attention: O.H. Foster, Project Manager

Dear Sir:

Attached are copies of the letters from the Union Pacific Railroad dated September 10 and September 13, 1963, stating the conditions under which access accross railroad property will be granted at Fulton Canyon and on the westerly side of the Deschutes River.

These conditions are agreeable with the state providing you will pay all of the costs involved.

Will you please notify me in writing if these conditions are acceptable in order the necessary agreements may be processed.

Yours very truly,

M. D. Glenn
Resident Engineer

MDG:alb

cc: Gibbons and Reed Co.
F.D. Morgan
~~[illegible]~~
Dean Swift
R.D. Krehbiel

CONSTRUCTION DIVISION
RECEIVED
SEP 23 1963

RECEIVED
OCT 1 1963

FOR FILING

[illegible]

286

September 30, 1963

Mr. Charles Donahue
Solicitor of Labor
United States Dept. of Labor
815 Mount Vernon Place, N.W.
Washington 25, D. C.

Dear Sir:

In connection with Labor Decision No. AB-28541 dated May 1, 1963, for Oregon FAI Project No. I-80N-3(22)95, Celilo Biggs grading and structure project, our contractor has requested wage rates for certain classifications which were not included in the original determination.

The following is a list of the additional classifications along with the wage rates which we recommend to be established for use on the above-named project:

Craft Classification	Wage Rates Per Hour
MASTERS MATES AND PILOTS	
Operator, Class A Boat (150 H.P. & Under)	$3.42
Operator, Class B Boat (151 H.P. to 300 H.P. Incl.)	3.50
Operator, Class C Boat (301 H.P. to 400 H.P. Incl.)	3.58
Operator, Class D Boat (401 H.P. to 1000 H.P. Incl.)	3.66
Mates (Deckhands) all boats in above categories	3.25
PILEDRIVERS	
Diver (when all equipment, including diving gear is furnished by the contractor) the wage scale shall be $50.00 for four hours or part thereof. $25.00 for each additional two hours or part thereof to and including the eighth hour.	

Diver (when diver provides all necessary diving equipment, incl. floats, barges, underwater tools, compressors and decompression chambers, when required for diving only) the diver in addition to the basic wage scale set forth above shall receive not less than $40.00 for each four hours or part thereof or not less than $20.00 for each additional two hours or part thereof for the equipment.
Diverstender - 20 cents per workman hour above the journeyman carpenter rate.

The above-listed rates for boat operators are in accordance with the labor agreement between the Portland Chapter, Heavy and Highway, The Associated General Contractors of America, Inc. and the International Organization of Masters, Mates & Pilots, Local No. 17.

The above-listed rates for divers are in accordance with the labor agreement between the Portland Chapter of Associated General Contractors of America, Inc. and the Oregon State Council, Southwest Washington District Council, Piledrivers, Bridge, Dock & Wharf Builders of the United Brotherhood of Carpenters and Joiners of America.

We recommend these rates be established by the issuance of a supplemental decision for the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

AB:jb
cc: A. W. Parsons
Bureau of Public Roads

Gil Decker
Dean Swift
M. D. Glenn
V. G. O'Neil

RECEIVED
SEP 24 1963
FORM E-123X 50M 3-63
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 19, 1963

Gibbons and Reed Company, Contractors
6405 N. E. Glisan
P. O. Box 1989
Portland, Oregon 97213

RE: Deschutes River Bridge
Celilo-Biggs Section
Columbia River Highway
Wasco & Sherman Counties
Bridge No. 332-C
Contract No. 6286

Gentlemen:

Your August 29 letter requested approval of five items as follows:

1. Using 1-1/16" Ø holes in place of the 1" Ø holes in the outside stiffeners of the outside girders.

2. Using 1" Ø cold finished round, material classification A1S1-Clo18 for the pintles in the girder shoes.

3. In the expansion shoes we propose placing the top pintle in the rocker and the bottom pintle in the masonry plate. This will place the 1-1/8" Ø hole on the top in all cases so that it will not collect moisture.

4. Propose using blue lacquer for coating machine surfaces, instead of white lead and tallow.

5. Using of 3/4" Ø studs on the top flanges of the girders in place of 7/8" Ø. Spacing them as follows:

For 7/8" Ø @ 12" use 3/4" Ø @ 9"
7/8" Ø @ 15" use 3/4" Ø @ 11"
7/8" Ø @ 18" use 3/4" Ø @ 13"

Our Bridge Division has reviewed each proposal and indicated permission can be given to make the changes as stated. This letter will serve as formal acceptance of your request.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw ✓
T. C. Roake
Dean Swift
M. D. Glenn
N. D. Krehbiel

RECEIVED
SEP 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
SEP 24 1963
FOR FILING

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

SEPTEMBER 13, 1963

File Ref. D 315 - 2 - 96

[illegible]
SEP 16 1963
☐ CE ☐ ACE ☐ ACE ☐ ☐ CCE

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

We refer to your letter of August 27 requesting permission to construct and use an haul road under the westerly end of Railroad Bridge 99.28 over the DesChutes River, said haul road to be used in connection with the relocation of the Columbia River Highway between Celilo and Biggs, under FAP No. I-80N-3(22)95.

Our Company is willing to permit the State and its Contractor to use the above-mentioned road under the same terms and conditions outlined in our letter of September 10 covering a similar request for an access road under Railroad Bridge 101.15 across Fulton Canyon.

In view of the Railroad's past experience, we must insist that Railroad Flagmen be assigned continuously on each of these bridges while the roads are being used by the Contractor. Also, gates must be installed on each side of the Railroad right-of-way and locked with Railroad locks to prevent use of the roads by equipment when Railroad Flagmen are not on duty.

Will you please advise in writing if these terms and conditions will be acceptable in order that we may prepare a covering agreement.

Yours very truly,

G. H. Baker

Copies to:
LPShaw
Dean Swift
MDGlenn
9-18-63

RECEIVED
SEP 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
SEP 2 4 1963

FOR FILING

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

SEPTEMBER 13, 1963

File Ref. D 315 - 2 - 96

CONSTRUCTION DIVISION
SEP 1 6 1963
☐ CE ☐ ACE ☐ ACE ☐ ☐ CCE

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

We refer to your letter of August 27 requesting permission to construct and use an haul road under the westerly end of Railroad Bridge 99.28 over the DesChutes River, said haul road to be used in connection with the relocation of the Columbia River Highway between Celilo and Biggs, under FAP No. I-80N-3(22)95.

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Will you please advise in writing if these terms and conditions will be acceptable in order that we may prepare a covering agreement.

Yours very truly,

G. H. Baker

COPIES TO:
LP SHAW
DEAN SWIFT
MD GLENN
9-18-63

RECEIVED
SEP 1 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
SEP 13 1963
FOR FILING

September 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering selected backfill material on the Celilo-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties, Contract No. 6286 in connection with Federal-Aid Project No. I-80N-3(22)95.

It is necessary to backfill with selected material to stabalize the foundation of reinforced concrete box culvert at Station 261+70. A copy of the Resident Engineer's letter in more detail is attached.

This work was verbally approved by the BPR District Engineer September 11, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBF:cs

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

SEPTEMBER 10, 1963

File Ref. D 315 - 2 - 96

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

CONSTRUCTION DIVISION
RECEIVED
SEP 12 1963
NOTED- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of July 24 requesting an access road for the State's Contractor under railroad bridge No. 101.15 across Fulton Canyon near Miller, Oregon. Said access road is to be used in connection with relocation of the Columbia River Highway between Celilo and Biggs by the State under Federal-Aid Project No. I-80N-3(22)95.

Our Company is not agreeable to the construction and use of this temporary access road under the bridge, unless the following conditions are adhered to:

1. The State or its Contractor will install gates on each side of the railroad right-of-way, to be locked with Railroad locks.

2. A Railroad watchman would be stationed at the crossing at all times it is in use to stop vehicular traffic while trains are passing over the bridge to prevent unauthorized vehicles from using the crossing and to stop oncoming trains in the event our bridge should be struck or damaged in any manner.

3. No vehicle would traverse the road on railroad property at a speed greater than 5 MPH.

4. The existing riprap protecting the railroad bridge, roadbed and other facilities would not be disturbed.

5. As required by the Railroad, the State, after it has discontinued use of the road, would remove embankment materials placed in the channel of Fulton Canyon in connection with constructing the road and restore the premises satisfactory to the Railroad.

6. The Railroad's right-of-way fence would be temporarily rearranged and restored to original location at the expense of the State.

7. The State would reimburse the Railroad for all expenses incurred in connection with construction and use of the access road, including the services of a Watchman as outlined in item 2 above.

8. Use of the access road on railroad property would be completely under the control of the Railroad Company.

9. The aforementioned provisions would be incorporated in an agreement supplementing the Railroad-State agreement of April 14, 1961 in connection with relocation of the Columbia River Highway in this area.

If the foregoing is satisfactory to the State, will you kindly furnish us a letter signifying your acceptance of these terms?

Yours very truly,

D. W. Baker

RECEIVED
FORM E-123X 50M 6-62
SEP 6 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6-11-66 —

September 5, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Miscellaneous Permit
Gibbons & Reed Company
Interstate #80N Highway

Dear Sir:

Enclosed are three identical copies of a permit we propose to issue to Gibbons & Reed Company, authorizing them to construct and maintain a temporary access road from the northerly interchange leg of the existing Columbia River Highway (Interstate 80N) at Fulton Canyon, Celilo-Biggs Section, in Sherman County, at highway mile post 100.27, station 342+50.

If the permit as prepared meets with your approval, will you please so indicate on the executed copy and return same for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

G. W. Ross
Director of Permits

By
ORIGINAL SIGNED BY JOHN F. HAGEMANN

John F. Hagemann
Utilities Permit Engineer

RECEIVED
SEP 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Encl.
mg

cc: Mr. Tom Edwards ✓

I-80N-3(22) Celilo-Biggs Sec., Columbia 1963
95 River Hwy. (Grad. & Struct.)
#6286 Folder # 1

RECEIVED
DEC 13 1963

FOR FILING

6286

[illegible]

Salem, Oregon
August 27, 1963

File Nos. 33269 & 31772
Supplemental Agreement
Celilo Biggs Section
Columbia River Highway
Wasco & Sherman Counties
Union Pacific Railroad Company

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

We are sending you a fully executed copy of an agreement with the Union Pacific Railroad Company covering the Celilo-Biggs Section of the Columbia River Highway in Wasco & Sherman Counties for processing, after which please return it to General Files for filing.

A photo copy has been retained in this office.

Secretary

rn
Attach: 1

RECEIVED
AUG 28 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 27, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

ATTENTION: Mr. G. H. Baker

Re: Deschutes-West Access
Celilo-Biggs Section
Columbia River Highway
Wasco and Sherman Counties
Contract No. 6286
YOUR FILE: D - 315 - 2 - 96

Gentlemen:

Please refer to your copy of letter 100 dated August 2, 1963, from Mr. Werner Ruemmele, Project Engineer for the Gibbons and Reed Company, concerning this subject. The contractor requests our review and approval of the construction of an access road which will pass under the west end of the railroad and highway bridges which cross the Deschutes River.

Please review this proposal and if you approve prepare the necessary supplemental agreement to cover this work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

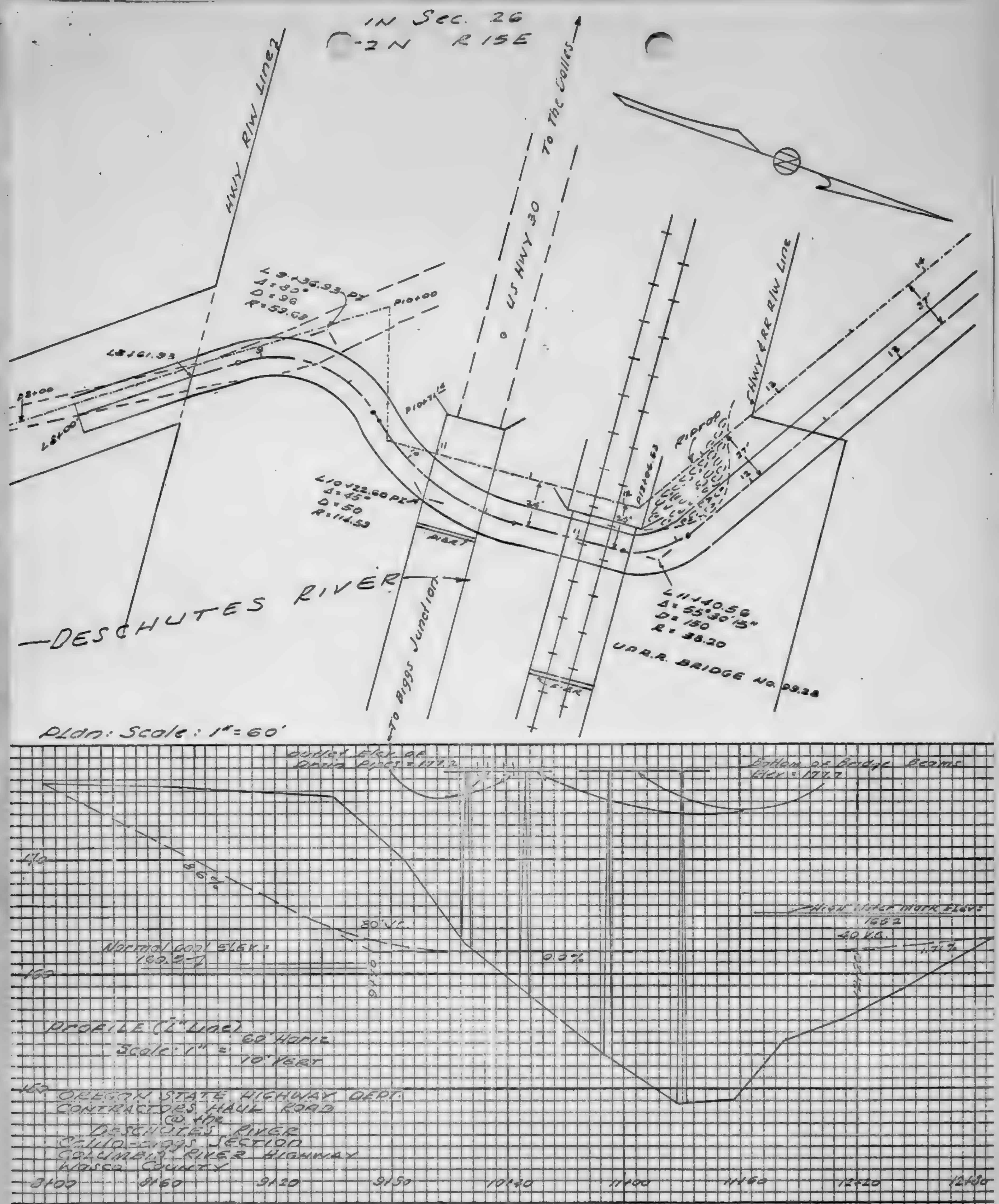
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

TWL:bjh

cc: Gibbons and Reed Company
P. O. Box 133
The Dalles, Oregon
ATTN: Mr. Werner Ruemmele
L. P. Shaw (w/copy of Gibbons & Reed letter)
Dean Swift
M. D. Glenn

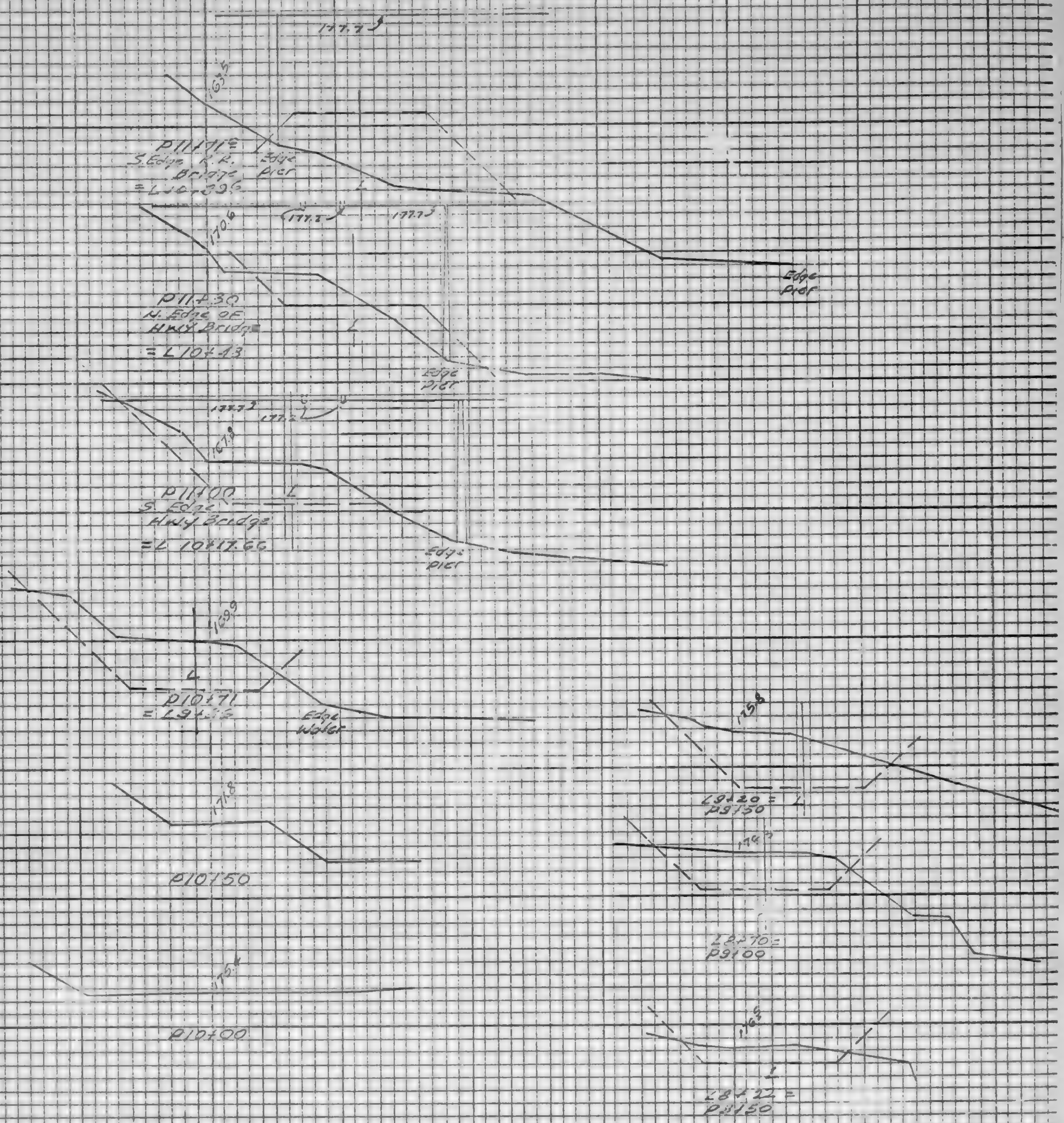
RECEIVED
AUG 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER



Plan: Scale: 1" = 60'

PROFILE ("L" Line)
Scale: 1" = 60' Horiz
10' Vert

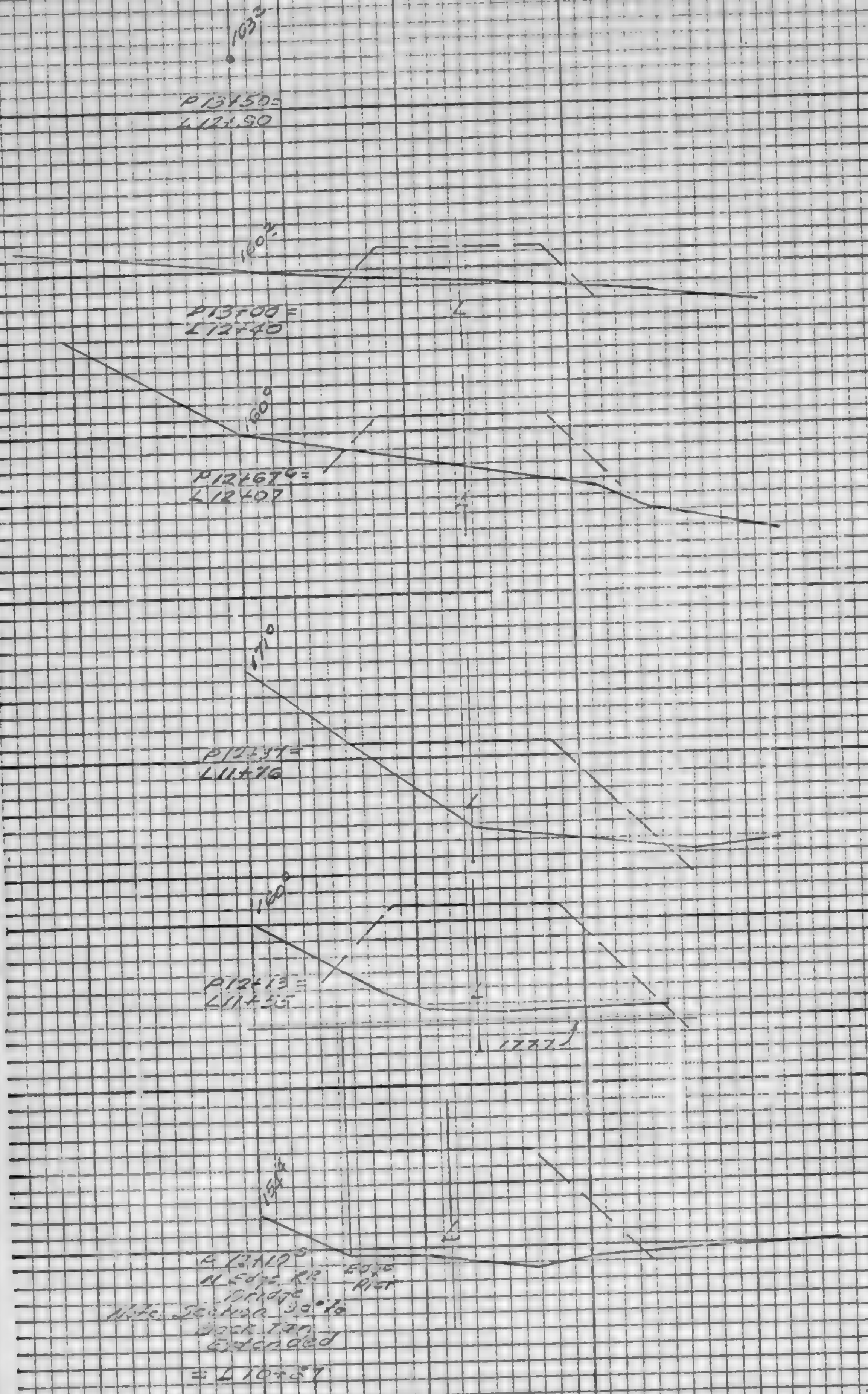
OREGON STATE HIGHWAY DEPT.
CONTRACTORS HAUL ROAD
@ the
DESCHUTES RIVER
Celilo-Biggs Section
Columbia River Highway
Wasco County



Scale: 1" = 20' HORIZ
20' VERT

OREGON STATE HIGHWAY DEPT.
X-Sections
Contractors Haul Road
@ the
Deschutes River
Celilo-Biggs Section
Columbia River Hwy
Wasco County

Sheet 1



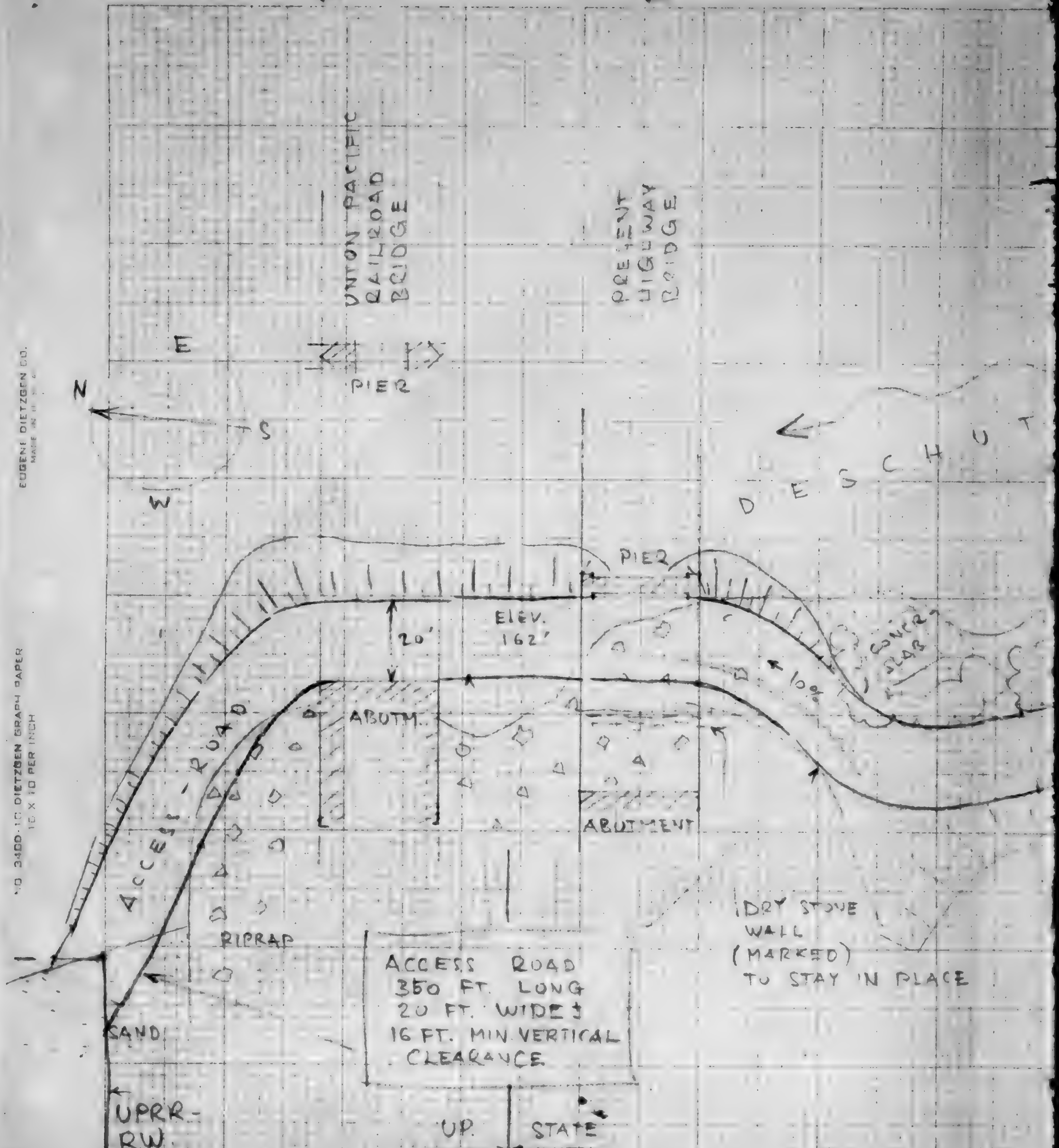
Scale: 1" = 20' Horiz
20' Vert

ORECON STATE HIGHWAY DEP.
X-SECTIONS
Contractors Haul Road
@ the
Deschutes River
Celilo-Biggs Section
Columbia River Hwy
Wasco County

Sheet 2

EUGENE DIETZGEN CO.
MADE IN U.S.A.

NO. 340D-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH



ACCESS ROAD
350 FT. LONG
20 FT. WIDE &
16 FT. MIN. VERTICAL
CLEARANCE.

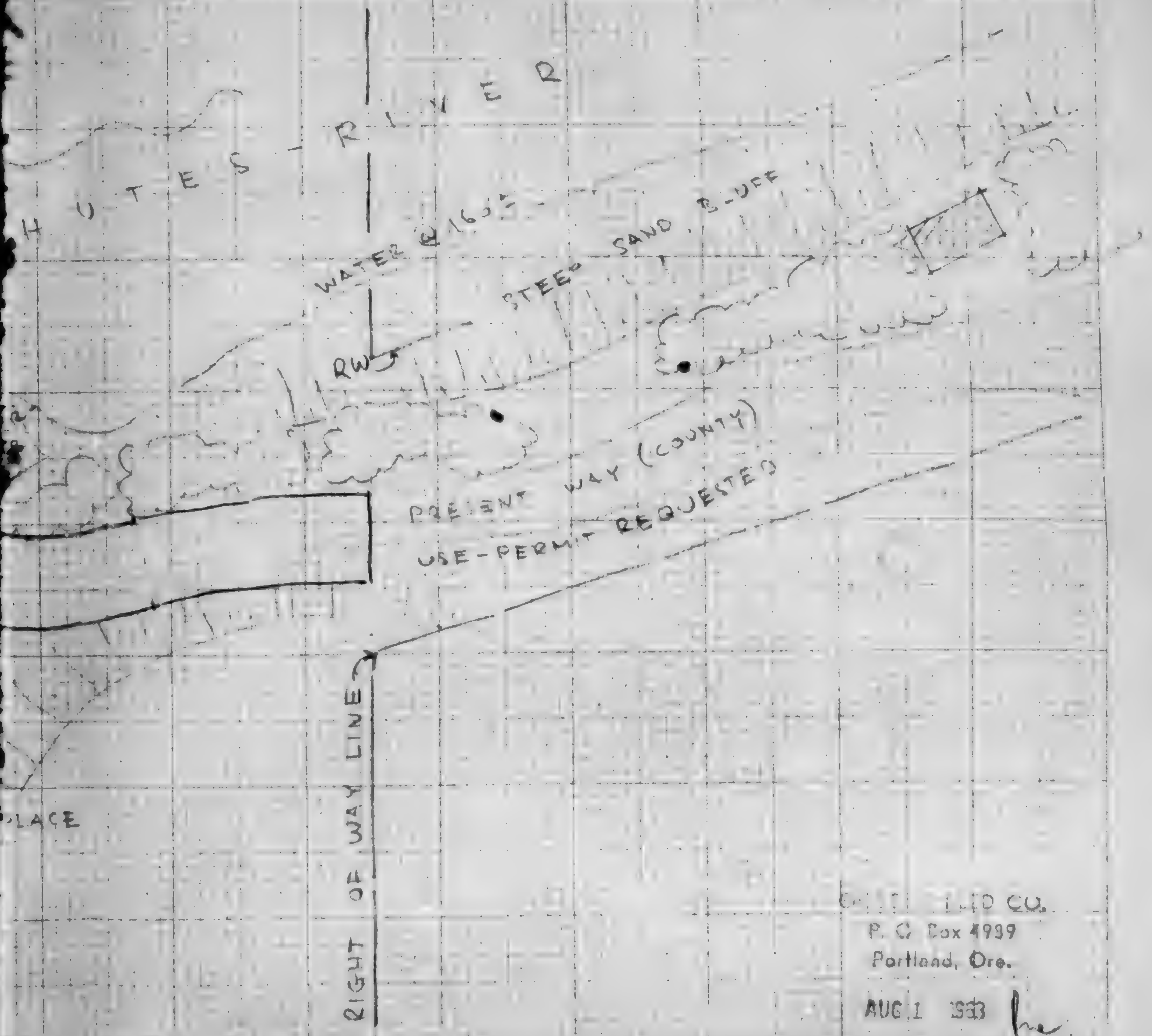
DRY STONE
WALL
(MARKED)
TO STAY IN PLACE

CELILO - BIGGS SECTION
COLUMBIA RIVER HIGHWAY

7

DESCHUTES - WEST ACCESS

SCALE 30' TO 1" APPROX.
LAYOUT - SKETCH



[illegible] CO.
P. O. Box 4939
Portland, Ore.

AUG 1 1933

RECEIVED
AUG 2 0 1963

FOR FILING

August 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging costs on the Celilo-Biggs Section of the Columbia River Highway in Wasco-Sherman County, Contract No. 6286 in connection with Federal-Aid Project No. I-80N-3(22)95.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DHP:ra
Enc.

RECEIVED
AUG 20 1963

FOR FILING

August 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering directional signing on the Celilo-Biggs Section of the Columbia River Highway in Wasco-Sherman Counties, Contract No. 6286 in connection with Federal-Aid Project No. I-80N-3(22)95.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for safety of traffic and workmen.

This work is in accordance with the special provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
AUG 12 1963

FOR FILING

6286

August 12, 1963

Mr. Charles Donahue
Solicitor of Labor
United States Department of Labor
815 Mount Vernon Place, N. W.
Washington 25, D. C.

Dear Sir:

In connection with Labor Decision No. AB-28,541, dated May 1, 1963, for Oregon FAI Project No. I-80N-3(22)95, Celilo-Biggs grading and structure project, our contractor has requested wage rates for certain classifications which were not included in the original determination.

The following is a list of the additional classifications which are requested by the contractor along with the recommended wage rates:

Dredging	
Assistant Engineer (Electric, Diesel, Steam or Booster Pump)	$4.11
Assistant Engineer (Electric Generator Operator for Primary Pump, Power Barge or Dredge)	4.21
Levermen	4.55
Mates	4.11
Assistant Mate (Deckhand)	3.76
Engineer Welder	4.16
Laborers	
Leveeman	3.10
Leveeman Foreman	3.25

The above-listed rates for dredging classifications are in accordance with the dredge agreement between Local Unions Nos. 302, 701, 612 and 370 of the International Union of Operating Engineers and the Puget Sound Bridge and Dredging

Co., General Construction Co., Manson-Osberg Dredging Co. and the Pacific Dredging Co.

The above-listed rates for laborer classifications are in accordance with the rates for general laborer and laborer foreman for Group No. 1 in the labor agreement between the Oregon Associated General Contractors and the Oregon State District Council of Laborers.

We recommend these rates be established by the issuance of a supplemental decision for the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

AB:bb

cc: A. W. Parsons
Bureau of Public Roads

Gil Decker
Dean Swift
M. D. Glenn
V. G. O'Neil

Monthly transaction number 8-28	For[illegible] 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te **Oregon**
Project report number **9**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Wasco & Sherman**
		Project number **I-80N-3(22)95**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 17**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project	$ **6,303,733.00**
Revised Federal funds	$ **5,983,000.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **6** day of **August**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

ASSISTANT **State Highway Engineer**
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons
By: A. W. Parsons
Division Engineer

USComm-DC 11170

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(22)95

CELILO-BIGGS SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO AND SHERMAN COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon July 18, 1963

Type Code 0010
Roadway (sta. 123+00 to sta. 494+30 and sta. 495+70 to sta. 504+43)
(Contract 6286)

Clearing and Grubbing	All	Req.		$ 45,000.00
Drainage Excavation, Unclassified	2,550	cu.yds.	$ 5.00	12,750.00
Embankment in Place	4,973,500	cu.yds.	0.78	3,879,330.00
Selected Rock Embankment	273,400	cu.yds.	3.60	984,240.00
Finishing Roadbed and Slopes	All	Req.		15,000.00
Sprinkling	10,000	M-gal.	1.00	10,000.00
15-inch Corrugated Metal Pipe	1,300	lin.ft.	3.50	4,550.00
18-inch Corrugated Metal Pipe	950	lin.ft.	4.50	4,275.00
24-inch Corrugated Metal Pipe	420	lin.ft.	5.00	2,100.00
36-inch Corrugated Metal Pipe	210	lin.ft.	9.00	1,890.00
18-inch Asbestos Protected Corrugated Steel Pipe	240	lin.ft.	6.00	1,440.00
24-inch Asbestos Protected Corrugated Steel Pipe	420	lin.ft.	7.00	2,940.00
36-inch Asbestos Protected Corrugated Steel Pipe	320	lin.ft.	11.00	3,520.00
36-inch Asbestos Protected Corrugated Steel Pipe, 10 gage	160	lin.ft.	17.00	2,720.00
48-inch Asbestos Protected Corrugated Steel Pipe	270	lin.ft.	19.00	5,130.00
60-inch Asbestos Protected Corrugated Steel Pipe	180	lin.ft.	31.00	5,580.00
15-inch Culvert End Sections	16	only	32.00	512.00
18-inch Culvert End Sections	6	only	36.00	216.00
1½-inch Electrical Conduit	370	lin.ft.	1.50	555.00
Class "A" Concrete	250	cu.yds.	75.00	18,750.00
Metal Reinforcement	48,700	lbs.	0.11	5,357.00
Concrete Channel Marker Base	All	Req.		8,000.00
Type 1 Fence	2,570	rods	6.50	16,705.00
20' x 48" Metal Gates	4	only	90.00	360.00
Coarse Crushed Material in Base	1,600	cu.yds.	2.80	4,480.00
3/4"-0 Material in Base	160	cu.yds.	2.80	448.00
Gauge Station Complete	All	Req.		10,000.00
				$5,045,848.00

Flagging(57½% of Contractor's Cost)	All Req.		$ 15,000.00
Signing (Temporary)			200.00
			$ 15,200.00

UTILITIES

Work by Pacific N.W. Bell Tel. Co.	All Req.		$ 434.50
Work by Pacific Power and Light Co.	All Req.		504.45
			$ 938.95
		Subtotal	$5,361,986.95
		10% Engr. & Cont.	536,198.05
			$5,968,185.00

Type Code X071
Deschutes River Bridge (Br.#1320) (Sta. 243+80.55 to Sta. 248+52.44)
(Contract 6286)

Shoring, Cribbing, Etc.	All Req.		$115,000.00
Structural Excavation	3,000 cu.yds.	$ 5.50	16,500.00
Structural Excavation Below Elevation Shown	300 cu.yds.	11.50	3,450.00
Furnish 10" BP 42# Steel Piling	2,400 lin.ft.	5.50	13,200.00
Drive Steel Piles	40 only	60.00	2,400.00
Splice Steel Piles	10 only	25.00	250.00
Seal Concrete	1,200 cu.yds.	35.00	42,000.00
Class "A" Concrete (2,138 cu.yds.)	All Req.		199,040.00
Metal Reinforcement(456,700 lbs.)	All Req.		50,000.00
Structural Steel (Carbon 101,000 lbs.) (Low Alloy 1,327,000 lbs.)	All Req.		330,000.00
Metal Parapet Railing	1,160 lin.ft.	4.30	4,988.00
8-inch Metal Drain Pipe	80 lin.ft.	3.00	240.00
			$777,068.00

Type Code X020
Fulton Canyon Bridge (Br. #1750-B) (Sta. 341+40 to 342+27)

Furnish 14 inch Prestressed Piling	1,960 lin.ft.	$ 4.00	$ 7,840.00
Drive Prestressed Piles	56 only	100.00	5,600.00
Class "A" Concrete (1,180 cu.yds.)	All Req.		45,000.00
Metal Reinforcement (126,000 lbs.)	All Req.		15,000.00
			$ 73,440.00

Subtotal	$850,508.00
10% Engr. & Cont.	85,050.00
Total	$935,558.00

Length of Roadway - - - - - - - - - - - - - 7.064 miles
Length of 2 Structures - - - - - - - - - 0.131 mile
Total Length - - - - - - - - - - - - - - 7.195 miles
Cost of Roadway Per Mile - - - - - - - - $788,248.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,568,185.00	$5,122,600.00	$445,585.00
Structures	935,558.00	860,400.00	75,158.00
	$6,503,743.00	$5,983,000.00	$520,743.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap 529, laws 1939.

[illegible] SECTION

PROJECT NO. I-[illegible]-1(22)35

Estimated cost of work by the Pacific Northwest Bell Telephone Company.

Sta. 272+00 and Sta. 273+00

Labor		$ 95.00
Material		36.00
Equipment		21.00
Overhead		34.00
		$186.00

Sta. 285+00 and Sta. 2[illegible]+00

Labor		$133.00
Temporary Work		33.00
Material		232.00
Equipment		37.00
Overhead		62.00
		$497.00
	State Share (50%)	$248.50
		Total $434.50

Estimated cost of work by the Pacific Power and Light Company.

Material		$171.66	
Labor		330.06	
Equipment		23.80	
Salvage Costs		-119.84	Credit
Other Costs		98.77	
	Lump Sum	$504.45	

RECEIVED
AUG 12 1963

FOR FILING

6286

RAILROAD COMPANIES
FILE No. 11

Salem, Oregon
August 1, 1963

File No. 35394
Footpath License
Union Pacific Railroad Company
Celilo-Biggs Section
Columbia River Highway at
Deschutes River
Sherman County

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

We are sending you a fully executed copy of an agreement with the Union Pacific Railroad Company covering footpath construction on the Celilo-Biggs Section of the Columbia River Highway at the Deschutes River in Sherman County, for processing, after which please return it to this office for filing.

A photo copy of the above agreement has been retained in this office.

Secretary

rn
Attach: 1

RECEIVED
JUL 30 - 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 25, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

Modification of Federal-aid Project Agreements

Attached are two copies of proposed modification of Federal-aid project agreements and one copy of approved detail estimate for each of the following projects:

I-5-3(46)151	Elkhead Road-Yoncalla Interchange Section 6248
I-80N-3(22)95	Celilo-Biggs Section of the Columbia River 6286

If the project agreements are satisfactory, they should be signed and returned to this office.

Attachments

RECEIVED
JUL 26 1963
OFFICE OF
STATE HIGHWAY ENGR.

Original to Young
7-31-63
me
[illegible]

RECEIVED
JUL 26 1963

FOR FILING

477 Cottage St. N.E.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

July 24, 1963

Original signed by
G. R. Brooks
[illegible]

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-80N-3(22)95
Celilo-Biggs Section
Pacific Power & Light Co. Utility Adjustment

Our memorandum dated May 13, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your revised Staff Attorney's letter dated May 28, 1963 and the above-mentioned utility's letter dated July 5, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated July 15, 1963. Reimbursement on an agreed lump sum basis of $494.45 is approved.

You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original to Young
cc Gifford
7-26-63

NOTED
LLOYD P. SHAW

[illegible]
JUL 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 - 1963

FOR FILING

[illegible]

6286

July 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 26, 1963, on Contract No. 6286, Celilo-Biggs Section, in Wasco and Sherman Counties, in connection with Federal-aid Project No. I-80N-3(22)95.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH
L. H. Young
Office Engineer

DBP:pal

RECEIVED
JUL 9 - 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 25, 1963

[illegible] by
[illegible]
Dist. Engineer

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks,
District Engineer

08-35.2-0

Oregon Project I-80N-3(22)95
Celilo-Biggs Section
Pacific Northwest Bell Telephone Company Utility Adjustment

Our memorandum dated May 13, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letters dated May 10 & 28, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated June 10, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated June 19, 1963. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is approved.

You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Original To Young
cc Litchfield
7-9-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 2 6 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer June 10, 1963
Salem, Oregon

08-35.2-0 A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-80N-3(22)95
Celilo-Biggs Section
Grading & Structures

As requested in Mr. Young's letter of June 5, 1963 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6286 to Gibbons and Reed Company of Salt Lake City, Utah, low bidder in the amount of $5,896,356.00 at the June 4, 1963 bid opening.

Mr. Litchfield's May 17, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our May 13, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

As also stated in our letter of May 13, 1963, the random fill to be constructed left of stations 466 to 469 is to be non-participating insofar as Federal funds are concerned unless the fill can be fully justified. We understand that the random fill is being constructed in conjunction with a right-of-way settlement. It is our understanding that the cost of this fill would substantially exceed the amount of the review appraisal.

NOTED
L PORTER

RECEIVED
[illegible] 1963
OFFICE OF
[illegible] ENGINEER

original To Young
cc Morgan
6-12-63

RECEIVED
JUN 11 1963
FOR FILING

6286

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Gibbons & Reed Co.,
P. O. Box 4989
Portland
Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6286 for the following project:

Grading-structure on the Celilo-Biggs Section of the Columbia River Highway in Wasco-Sherman Counties.

This award was based on your low bid of $5,896,356.00 which was submitted to the Commission on June 6, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUN 7 - 1963

FOR FILING

I-80N 3(2) [illegible]

6286

June 7, 1963

4

Oregon State Highway Commission

Gentlemen:

On the agenda for the June 10 Commission meeting will appear the matter of executing a supplemental agreement with the Union Pacific Railroad Company covering construction on the Celilo-Biggs Section of the Columbia River Highway in Wasco and Sherman Counties.

An agreement was entered into in 1961, which covered all railroad matters. This agreement expires in 1963, and the supplement will extend the original agreement for a period of five years.

I recommend that the matter have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

RLP:ms bbc

RECEIVED
JUN 6 - 1963

FOR FILING

I-80N-[illegible]

9

June 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Reference is made to bids received on June 4, 1963 for the construction of the Celilo-Biggs Section, Project No. I-80N-3(22)95.

The Gibbons and Reed Company of Salt Lake City, presented the low bid of $5,896,356.00 which was $652,375.00 (12.4%) above the Engineer's Estimate of $5,243,981.00. The second low bidder was the Manson-Osberg Company of Seattle with a bid of $5,940,453.50. The third low bidder was Slate-Hall of Portland with a bid of $6,170,557.50. Six other bids were received from qualified contractors ranging from $6,312,453.00 to $8,285,518.00.

All of the bids received were from reputable contractors qualified to handle a construction project of this magnitude.

A study of the Engineer's Estimate shows that the major increase in cost was in the estimated unit prices and low bid unit prices on Item 3, Embankment in Place and Item 4, Selected Rock Embankment. As all of the bidders were within the approximate range of the low bid unit prices, we are convinced that Engineer's Estimate was slightly low and that the prices bid are reasonable.

We feel that it is in the public interest that the contract be awarded at this time as the bids received appear reasonable; also, the loss of time during the 1963 construction season due to readvertising is an important factor.

All rights of way, rights of entry and rights of access have been acquired for the contract.

It is therefore requested that the Bureau of Public Roads concur in the award of this contract. We would appreciate it if this matter could be expedited.

Very truly yours,
Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc [illegible]

RNC:mb

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

MAY 17, 1963

File Ref. D 315 - 2 - 96

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

CONSTRUCTION DIVISION
1963

Atten: Mt. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of May 14 requesting a supplemental agreement to Railroad-State agreement dated April 14, 1961 relating to improvement and relocation of the Columbia River Highway between Celilo and Rufus in Sherman and Wasco Counties, Oregon:

In accordance with your request, duplicate originals and one extra copy of proposed supplemental agreement, extending the time limit cited in Section 2(c) of the aforementioned agreement for three additional years, are attached. Will you kindly review the supplemental agreement and if satisfactory, arrange for execution by the Highway Commission? After their execution, will you please return both counterparts for completion on the part of the Railroads, after which one fully-executed counterpart will be returned to you.

Yours very truly,

G. H. Baker
am

encs.

CONSTRUCTION DIVISION
RECEIVED
MAY 21 1963

NOTED
J. HERSHBERGER

RECEIVED
MAY [illegible] 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

May 13, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

08-35.2-0

Oregon Project I-80N-3(22)95, Celilo-Biggs Section
Grading & structures

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that any displacement of persons was made prior to establishment of relocation assistance as indicated in Mr. Wright's May 6, 1963 letter.

Authorization to advertise is given with the understanding that the plans and special provisions will be revised to provide for grading on the railroad right-of-way which had been prohibited in the original plans and special provisions. We understand that you will obtain a supplement to the April 14, 1961 railroad agreement to allow this work to proceed after the two year limitation. Authorization to proceed with railroad work included in the project is withheld pending receipt of written evidence that satisfactory arrangements have been made with the railroad to permit the grading on their right of way, under easement. The abovementioned agreement with the Union Pacific Railroad Company, File R-33269, dated April 14, 1961, is approved effective this date.

The random fill to be constructed left of stations 466 to 469 is to be non-participating insofar as Federal funds are concerned unless the fill can be fully justified. We understand that the random fill is being constructed in conjunction with a right-of-way settlement. It is our understanding that the cost of this fill would substantially exceed the amount of the review appraisal.

The mere showing of the dotted line in the typical sections indicating a future 1-½" asphaltic concrete wearing surface shall

- more -

original to Young
with attach
cc Gifford
5-20-63

NOTED
LLOYD P. SHAW

not be construed as being an agreement or documentation of project records as to the ultimate pavement structure design which will be eligible for Federal-aid participation.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

Your May 7, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1963
FOR FILING

[illegible]
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PAVING

Section CELILO - BIGGS
Highway COLUMBIA RIVER FA 1
County WASCO AND SHERMAN
Res. Engr. ____________ Approx. Length of Project 7.41 Miles. Sta. 121+ to Sta. 504+83±

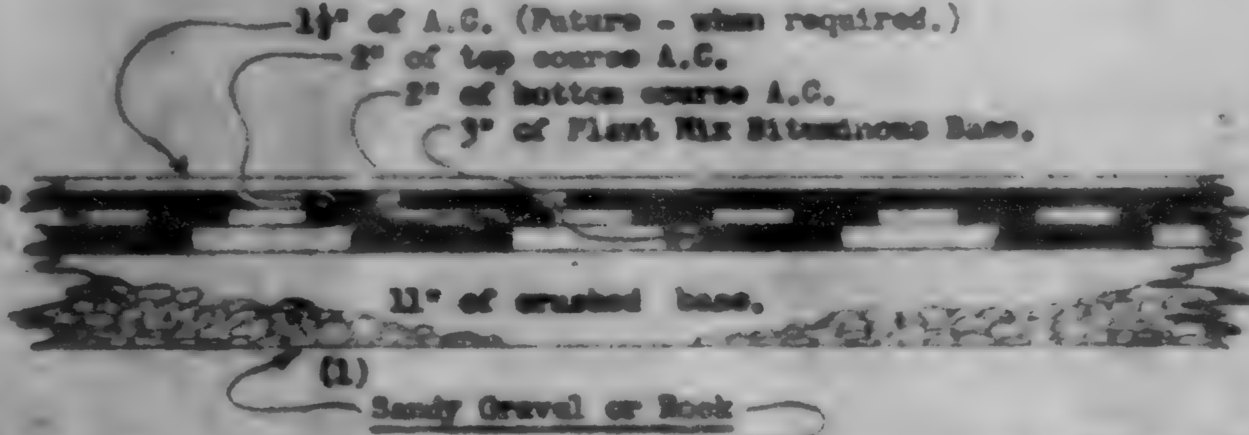
PAVING	I
Profile	[illegible]-1577
Date	5-9-63

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

(1)
"Typical Soil
Sample is representative of material encountered along line. Subgrade will consist of talus, gravel, rock, or sand.

*21	LL
0	PI
6	% Pass 200
59	% Gravel or Rock
12	% Coarse Sand
20	% Fine Sand
7	% Silt
2	% Clay
83	"R" Value

AASHO Classif. - A-1-a (0)



Other Traffic Classifications	Total Thickness Requirements
HEAVY	14"
MEDIUM HEAVY	12½"
MEDIUM	11"
LIGHT	9½"

Required Base & Surf. Crushed	Required Base & Surf. [illegible]	Designed Base & Surf. [illegible]	Designed Base & Surf. [illegible]	
			4	AC
			3	PMBB
			11	Cr Base
			18	PRESENT
		Future	1½	AC
18			19½	FUTURE TOTAL

PROPOSED MATERIAL SOURCES

Location	Lab. No.	Value	Type of Material	[illegible]	[illegible]	% Pass No. 4 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

The material in this area is generally good, but zones of [illegible] will be encountered. Complete elimination of the questionable zones is not possible [illegible] Base is recommended.

NOTED
LLOYD P. SHAW

CELILO - BIGGS
COLUMBIA RIVER HIGHWAY
WASCO AND SHERMAN COUNTIES
Prefix 633-1477

PAVEMENT TYPE SELECTION

...pal Factors Governing Selection

...ffic Classification: VERY HEAVY Present ADT [illegible] 1990 ADT [illegible] % Heavy Vehicles 18-20
(NOTE: Increase classification one step for heavy logging use)

...ls Characteristics: See design chart attached

...ather: Frost Penetration 16"-18" Annual Precipitation 15"±

...formance of Similar Pavements in Area: Good x Fair ____ Poor ____
Remarks: ____

... Comparisons: Not appropriate due to other factors

...ndary Factors Governing Selection

...ent Existing Pavements: A.C. or Oil

... Construction: No problem

...ed, Surface, or Elevated Design: Surface

... of Aggregates: No problem

...tion of Competition: Not appropriate

...tion Consideration: No problem

... Preference, Participating Local Government Preference, and ...tion of Local Industry: Not appropriate

... Safety: No problem

...ty of an Adaptation of Local Materials or of Local Commercially ... Paving Mixes: No problem

...SION AND REMARKS:
... to items 4 and 6, an A.C. wearing surface has been selected.
[illegible] as designated for this section in the [illegible]

Jh

RECEIVED
FEB 27 1963

FOR FILING

I-80N-3(22)90

6286

Salem, Oregon
February 26, 1963

File 31291
Celilo-Biggs Section
Columbia River Highway

Mr. W. T. Wright
Right of Way Engineer
Building

Attention: Earl Saling

Reference is made to our borrow license which, as of this date, we have not signed. I believe our best procedure would be to get this license properly documented; then, if necessary, apply for extensions at two-year intervals.

This will require some watching. I would appreciate your placing it on a bring-up file so we do not overlook it.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM E-30 30M 8-62 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1963

SUBJECT: File 31291
Celilo-Biggs Section
Columbia River Highway

To: Mr. Lloyd P. Shaw
Asst. State Highway Engineer
BUILDING

We have a borrow license, as shaded in red on the attached section of map 8B-17-23, which was signed by the Army Engineers on February 24, 1961, that states, "for a period of two years commencing on the date of acceptance hereof."

Mr. Barbee, by letter of February 8, suggested that the license be presented to the front office for either signature or a date when the time was to start. Shall we present this license now, bring it up periodically, or bring it up again when the Celilo-Biggs Section of 80N is advertised for contracting?

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:ls
Attach: Section of map

cc: Mr. D. J. Barbee

RECEIVED
FEB 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1963
FOR FILING

I-80N-3 (22) 9
6286

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

B

Salem, Oregon
March 19, 1963

Agenda Item 4f-1
Throughway Agreement
Celilo-Biggs Section
Columbia River Highway
Sherman County

Mr. H. [illegible] Cox
County & City Engineer
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a throughway agreement with Sherman County covering the Celilo-Biggs section on the Columbia River Highway in Sherman County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Sherman County.

Secretary

rn
Attach: 1

RECEIVED
FEB 6 - 1963

FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-3(23)

February 5, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland, Oregon

Re: File No. 35394
Footpath License
Union Pacific Railroad Company
Celilo-Biggs Section
Columbia River Highway at
Deschutes River
Sherman County

Dear Mr. Baker:

Please find attached duplicate originals of a construction agreement relative to the above-titled matter, which have been executed by the Highway Commission. Please secure the proper signatures of the railroad officials and return one fully executed copy to this office.

When the State's executed copy is returned I would appreciate receiving ten additional copies of your Exhibit "A".

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encls. 2

cc: R. L. Porter

NOTED
R. L. PORTER

[illegible] 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1963
FOR FILING

January 16, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the January 31 Highway Commission meeting will appear the matter of entering into an agreement with the Oregon-Washington Railroad and Navigation Company and the Union Pacific Railroad Company relative to constructing a footpath under the Union Pacific's Deschutes River bridge. This proposal is in connection with the construction of the Celilo-Biggs Section of the Columbia River Highway, Interstate Route 80N, and is to provide a pedestrian facility from the old highway to the river front in that area. In addition to passing under the railroad facility, it will pass under the easterly end of the proposed Deschutes River highway bridge.

It is recommended that the matter have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
J. N. Hershberger

RLP:ms bbc

FORM E-30 50M 6-61 36601

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1963

RECEIVED
JAN 11 1963
LEGAL & RIGHT OF WAY

SUBJECT: File No. 35394
Footpath License
Union Pacific Railroad Company
Celilo-Biggs Section
Columbia River Highway
at Deschutes River
Sherman County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Office

Returned herewith are the two copies of the Union Pacific Railroad's proposed form of agreement for a pedestrian footpath on the right of way of the railroad in the Celilo-Biggs Section.

A review has been made of the proposed form of agreement and I can say that it can be approved as to form and legality. Before actually affixing such approval to the instrument, however, I would like to call to your attention the provision included therein with respect to termination. In that connection please see the comments in the last paragraph of Mr. Hershberger's letter which is attached hereto. If after you have considered this matter and found the termination limitation acceptable, we will be pleased to approve the instrument as to form and legality.

G E Rohde

G. E. ROHDE
Assistant Counsel

GER:hg
Attachments

Rohde

Geo — There is apparently the best we can do and I
have information that extensions
can be got if the [illegible] is not
required for the [illegible]

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Oregon
January 10, 1963

To:
Mr. G. E. Rohde
Assistant Counsel
Office

SUBJECT:
File No. 35394
Footpath License
Union Pacific Railroad Company
Celilo-Biggs Section
Columbia River Highway at Deschutes River
Sherman County

Herewith are duplicate originals of the subject license agreement as redrawn by the Railroad.

From a legal form standpoint, said license does not contain any provision to which we have not previously agreed in other agreements.

The insurance requirement of State's contractor is for the limits used in all agreements with the railroads (paragraph 8).

The requirement of paragraph 7, for State at its sole expense to remove the footpath and restore the railroad right of way upon termination of the license, is a usual provision in such matters.

It appears that the only matter which calls for special attention is not a legal matter but one of policy:

> Paragraph 5 provides for termination of the license 30 days subsequent to notice having been given by either party to the other; and
>
> Paragraph 6 provides for an absolute termination by limitation (unless sooner terminated) on August 31, 1967. The question arises if the Commission wishes to undertake the expense of this project for the use of said footpath for a maximum period of some 4 1/2 years? It is true that Mr. Baker's letter of December 28, 1962, mentions a possibility of one extension period of 5 years, but the license makes no provision for an extension of time for expiration. It would then become a subject for renegotiation, presumably.

Relative to legal form, approval appears proper.

JNHershberger

J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encls.

RECEIVED
[illegible] 9 1963
LEGAL & RIGHT OF WAY

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

REFERRED TO
Lindas

Please examine and let me know your reaction FLH

DECEMBER 28, 1962

(File Ref. D 315 - 2 - 96)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Celilo - Biggs Section, Columbia River Highway - Wasco County

We refer to your letter of September 12 relative to pedestrian footpath proposed to be constructed near the Des Chutes River in connection with above-captioned project.

Herewith duplicate signatory counterparts of proposed agreement which revises the one returned with your letter. The agreement has been revised by the addition of a sentence to Section 2 on page 1 and omission of last part of Section 4 on page 2.

Our Principals are not agreeable to providing for an indefinite term as requested in your letter since future conditions may warrant filling a portion of the Railroads' Des Chutes River Bridge or other improvements of similar nature may take place. Also, our Management desires to limit the term of the agreement to a 5-year period. However, unless terminated in accordance with the above, the agreement will be renewed for an additional 5-year period.

Will you kindly review the agreement and if satisfactory, have the document executed by the Highway Commission. This includes signing by the Chairman and Commissioners, attesting by the Secretary and affixing corporate seal. Please return both counterparts to us for completion on the part of the Railroads after execution by the Highway Commission. We will then return one fully-executed counterpart to you.

Yours very truly,

G. H. Baker

enc.

1/9/63
NOTED
J. HERSHBERGER

RECEIVED
JAN 15 1963
FOR FILING

SHERMAN COUNTY

MORO, OREGON

January 9, 1963

VERNON I. MILLER, COUNTY JUDGE
XXXXXXXXXXXXXXXXXXXX
~~L. E. KASEBERG, COUNTY COMMISSIONER~~
Luther W. Davis, Commissioner

RECEIVED
JAN 10 1963
ENGINEER
COUNTY & CITY RELATIONS

Mr. H. S. Cox
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

I am enclosing the Celilo-Biggs agreement, which you will note has been signed by all three members of the county court. I am sorry for the long delay, but am glad that the acceptance was finally unanimous.

The County Court met January seventh with Mr. Scrivner, your engineer who helped locate the Moro-Wasco section of Highway 97, to discuss the approaches of our county roads to the new proposed relocated section of highway. We found these to be satisfactory, but the court is concerned about the point at which this new section ends on the north end of the project. We feel that it should be extended for enough to take care of the sharp turn at which it is now planned to end the project. You will note on the map that the turn is a very sharp one at the bottom of a long hill at the end of a straight section of highway. There have been many cars and trucks that have failed to make this turn in the past especially during the winter months when it is wet or icy. With the increased speeds that will likely result from the improvement of the highway from this point south, the hazards to the traveling public will be even greater. We feel very strongly that this matter should be called to the attention of the State Highway Commission before the project is offered for bids.

This job has been curtailed due to shortage of funds and new demands to [illegible] better alignment

We would also like to know if it would be possible to secure some financial assistance from the state in building a bridge on the access road to De Moss park? The present approach is a dangerous one, and the new approach will be no better unless a bridge is built across the waterway that separates the park from the highway. De Moss Park is a road side park owned and maintained by the county, but it is widely used by the traveling public. Any help which the state could give us would be greatly appreciated.

Nothing we can do about bridge to park.

Sincerely yours,

Vernon I. Miller

Vernon I. Miller, County Judge

NOTED
LLOYD P. SHAW

VIM:ceh

RECEIVED
SEP 12 1962
FOR FILING

September 12, 1962

[illegible]

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Celilo-Biggs Section
Columbia River Highway
Deschutes River Footpath

Under date of September 6, 1962, you sent us duplicate copies of an agreement covering the construction and use of a footpath under the east end of your Deschutes River Bridge east of Celilo. There are several sections in the agreement that depart materially from the usual form of Railroad-State agreements. We ask that you consider revisions as detailed below.

Section 4

We do not object to the first sentence down to the semicolon in line 6 on page 2. The remainder of the section requires the State to "...indemnify and hold harmless the Railroad Company...". Under the State law we cannot lend the State's credit to indemnify anyone. We expect to assume any damage to the footpath, to do all required maintenance and to face any claims that might be made against us arising from its use. The portion of the section following the semicolon should be omitted.

Sections 5, 6, and 7

This is not a temporary facility. We plan to build and maintain the footpath for an indefinite period. This is being done at the request of the State Game Commission which has become quite concerned about access to the river frontage by fishermen. We expect to spend several thousand dollars on the path and the termination clauses are such that the use of the facility is left in doubt. We would have no objection to a provision whereby, should the State abandon its use, the State would be obligated to remove the path, fence, and other parts of the installation and restore the Railroad's right of way to its original condition. This would follow along the line of abandonment provisions often used in agreements for railway-highway separation projects.

I return herewith both copies of the agreement and ask your consideration of the points set forth above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enclosures

bc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. F. B. Klaboe

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

SEPTEMBER 6, 1962

File Ref. D 315 - 2 - 96

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Celilo - Biggs Section, Columbia
River Highway - Wasco County

Kindly refer to your letter of April 25 concerning proposed pedestrian footpath to be constructed near the Des Chutes River in connection with above-captioned project.

Herewith duplicate signatory counterparts of proposed agreement in favor of the State of Oregon, covering the footpath and temporary construction area.

Will you please review the agreement and if satisfactory, have the document executed by the Highway Commission, which includes signing by the Chairman and Commissioners, attesting by the Secretary and affixing corporate seal. Please return both counterparts to me for completion on the part of the Railroads after execution by the Highway Commission, after which one fully-executed copy will be returned to you.

Yours very truly,

G H Baker mJB
G. H. Baker

encs.

RECEIVED
SEP - 7 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 6 1962
FOR FILING

I-80N·3(78)95

(2)15

Salem, Oregon
September 5, 1962

Mr. I. D. Merchant
Bridge Engineer
BUILDING

I attach hereto the original of a modification of the permit from the U. S. Army Engineers covering the Deschutes River Bridge on the Columbia River Highway in Wasco County. This authorizes the construction of the footpath underneath the end of the new highway bridge. Please keep this in your files with the original permit.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. L. H. Young
Mr. Frank Hall

Forest Cooper - Paper

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Deschutes R.-Bridge)-1. 31 August 1962

Oregon State Highway Department

Salem 10, Oregon

Gentlemen:

In accordance with your written request dated 29 August 1962, the attached plans are approved to supersede the plans for the works authorized by the Secretary of the Army in letter dated 4 April 1961, from the District Engineer at Portland, Oregon, to construct a bridge across the Deschutes River near Celilo, Oregon.

The conditions to which the work is made subject remain in full force and effect.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

By T. W. Ragsdale
T. W. RAGSDALE
Chief, Operations Division

Inc:
MAP

RECEIVED
SEP - 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1962
FOR FILING

August 29, 1962

The District Engineer
U.S.Army Engineer District, Portland
628 Pittock Block
Portland 5, Oregon

[illegible]

Dear Sir:

Under date of March 27, 1961, a permit was issued by your office covering the construction of a bridge carrying Interstate 80N across the Deschutes River between Wasco and Sherman Counties.

At the request of the Oregon State Game Commission, we are planning to construct a footpath leading from the presently existing Columbia River Highway underneath the railroad bridge and underneath the new bridge we propose to construct across the Deschutes River. This will involve the placing of an embankment six feet in width on the toe of the approach embankment for this new bridge.

Attached are revised drawings for Sheets 2 and 3 of the original permit and four prints of each drawing, and would ask that the original permit be modified to show this footpath.

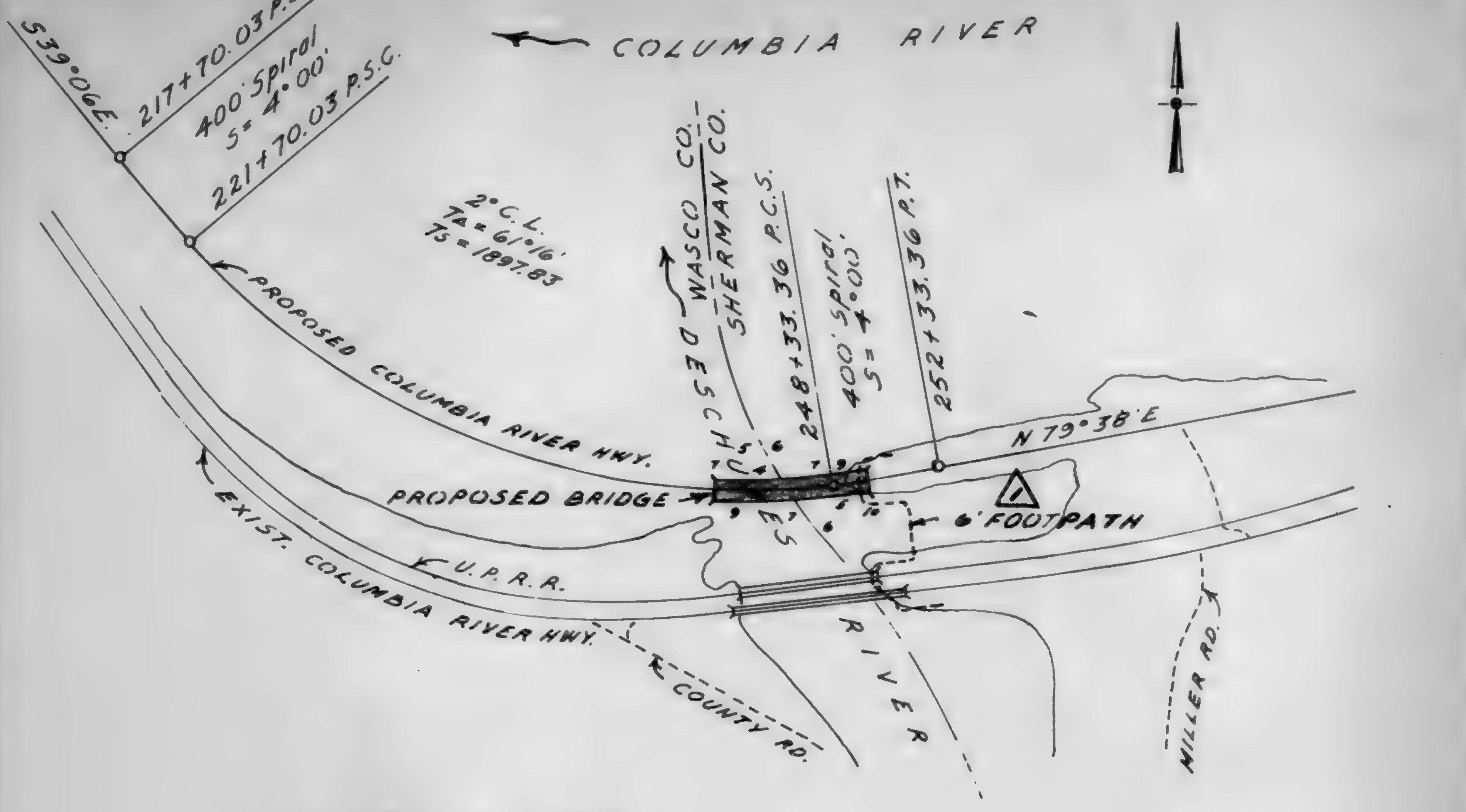
Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
Attach.
bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. I. D. Merchant
Mr. L. E. Young



LOCATION MAP

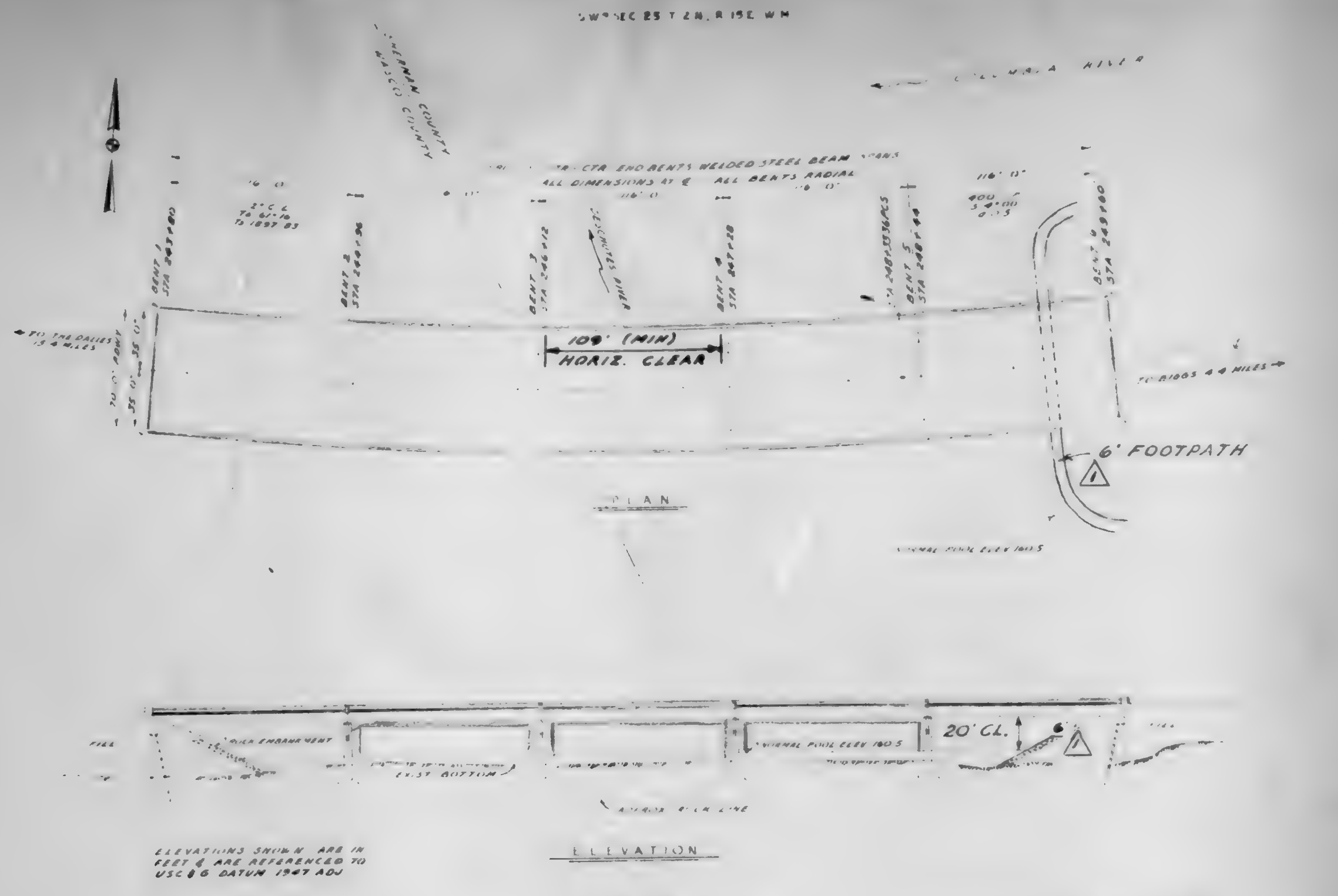
SCALE IN FEET

0 500 1000 1500

NOTE -
SOUNDING DEPTHS ARE IN FEET
BELOW NORMAL POOL ELEV. 160.5

△1 REV. 6-15-62 6' FOOTPATH ADDED

PROPOSED BRIDGE
OVER
DESCHUTES RIVER
AT
CONFLUENCE WITH COLUMBIA RIVER
WASCO & SHERMAN COUNTIES
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 24, 1961 SHEET 2 OF 3



ELEVATIONS SHOWN ARE IN
FEET & ARE REFERENCED TO
USC & G DATUM 1947 ADJ

PROPOSED BRIDGE
OVER
DESCHUTES RIVER
AT
CONFLUENCE WITH COLUMBIA RIVER
WASCO & SHERMAN COUNTIES
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

△1 REV. 6-15-62 6' FOOTPATH ADDED JAN. 24, 1961 SHEET 3 OF 3

RECEIVED
MAR 21 1961
FOR FILE

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

713
20 March 1961

State of Oregon
State Highway Department
Salem, Oregon

Att: Mr. G. S. Paxson
Asst. Highway Engr.

Re: Deschutes River Bridge
Celilo-Rufus Section
US30

Gentlemen:

Reference is made to our letter 713 of 6 February 1961, and your reply dated 9 February.

The site of the proposed bridge has been investigated and it has been determined that there is no requirement for bridge lighting at present. However, should there be an increase in navigation in the area at some future date, lighting may be required at that time.

Sincerely yours

E. F. Walsh
E. F. WALSH
Commander, U. S. Coast Guard
Chief, Aids to Navigation Section
By direction of the District Commander

RECEIVED
MAR 21 1961
OREGON
STATE HIGHWAY COMMISSION

Copy to Maint. Dept.
3/21/61.

STATE OF OREGON
FISH COMMISSION OF OREGON
307 State Office Bldg., 1400 S. W. 5th Avenue
PORTLAND 1

REFERRED TO
Paxson
By State Highway Engineer

February 8, 1961

District Engineer
Portland District
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Dear Sir:

The following public notices have been received by this office:

> NPPKW-1.4; NPP285/70a(Deschutes R.-Bridge)-1, dated 1 February 1961. No apparent fishery problem, providing timing of fish movement through the area is recognized and all possible precautions taken to avoid siltation or the introduction of other deleterious substances. Permits for blasting in water must be secured from the Oregon Fish Commission. Downstream migrant salmon and steelhead can be expected during the period April through July. Upstream adult migrants pass through the area principally from April to August.

Our interest in these matters pertains to fish or shellfish safety, as the case may be, during periods of construction. An awareness by the contractor of the need for a permit from the Fish Commission to use dynamite in waters of the state is essential. Contractors also should be cognizant of the potential hazard to fish life of petroleum products and industrial chemicals. Disturbance to or removal of spawning beds should always be avoided. Untimely, heavy silt loads created on a project also may directly or indirectly result in an avoidable depletion of important fishery stocks. Many direct fish kills or obstructions to movement, as you know, can be avoided by proper timing of work schedules or advance recognition of destructive on-the-job procedures. Familiarization of the contractor(s) with the kind of fish or shellfish in the work area and with the special environmental requirements of each species is of utmost importance. The Fish Commission is most willing and anxious to cooperatively assist in all efforts to prevent the occurrence of serious fishery resource mishaps.

Sincerely,

Robert W. Schoning

ROBERT W. SCHONING
STATE FISHERIES DIRECTOR

RECEIVED

cc: Oregon State Highway Department ✓

RECEIVED
FEB 9 1961
FOR FILING

February 9, 1961

Commander
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

Re: Deschutes River Bridge
Celilo-Rufus Section
US30

Dear Sir:

Your letter of February 6, 1961 called attention to the usual requirements for navigation lights on bridges of navigable waters. The proposed bridge over the Deschutes River lies just below the railroad bridge and almost over the rapids which existed at the mouth of the river prior to the construction of the The Dalles Dam. There is no navigation on this stream, and our purpose in obtaining the permit was to be sure we were clear with the U. S. Engineers for a structure within the limits of the The Dalles Pool. In our opinion, there is no necessity for the installation and maintenance of navigation lights on this structure.

I would greatly appreciate an inspection of the site and of our proposal by your office and advice from you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

OSP:ss

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

713
6 February 1961

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to Corps of Engineers, U. S. Army, Portland District Public Notice dated 1 February 1961, regarding a proposed bridge to cross the Deschutes River at its mouth.

Your attention is invited to requirements of lighting such structures as outlined in Part 68 of Aids to Navigation Regulations (CG-208), a copy of which has previously been forwarded to your office.

Your cooperation in this matter will be appreciated.

Sincerely yours

E. F. Walsh

E. F. WALSH
Commander, U. S. Coast Guard
Chief, Aids to Navigation Section
By direction of the District Commander

RECEIVED
FEB - 8 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
FEB 7 1961
FOR FILING

Gable – Briggs 1

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NOTED
W. C. WILLIAMS

NPPKW-1.4
~~NPP 285/70~~a(Deschutes R.-Bridge)-1.

1 February 1961

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has submitted plans for a proposed highway bridge to cross Deschutes River at its mouth.

It is proposed to construct a fixed bridge to provide 109 feet horizontal clearance, about 300 feet north of the existing highway bridge across Deschutes River. Vertical clearance proposed is as follows:

Above normal pool elevation: 20.0 feet.

The proposed work is shown in a sketch on the reverse side of this notice.

Letters concerning the effect of the bridge on navigation or the regimen of the waterway are requested from all parties concerned, particularly navigation interests and State and local authorities and civic organizations, or others whose interests may be affected. It is NOT proposed to hold a public hearing unless the response to this notice indicates one is necessary to develop all facts. Replies to this notice should be mailed to reach this office not later than 3 March 1961.

JOHN F. KIMBEL
Lt. Colonel, Corps of Engineers
Deputy District Engineer

RECEIVED
FEB - 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Celilo - Biggs 1

RECEIVED
FEB 7 1961
FOR FILING

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NOTED
W. C. WILLIAMS

NPPKW-1.4
NPP ~~285/70~~a(Deschutes R.-Bridge)-1.

1 February 1961

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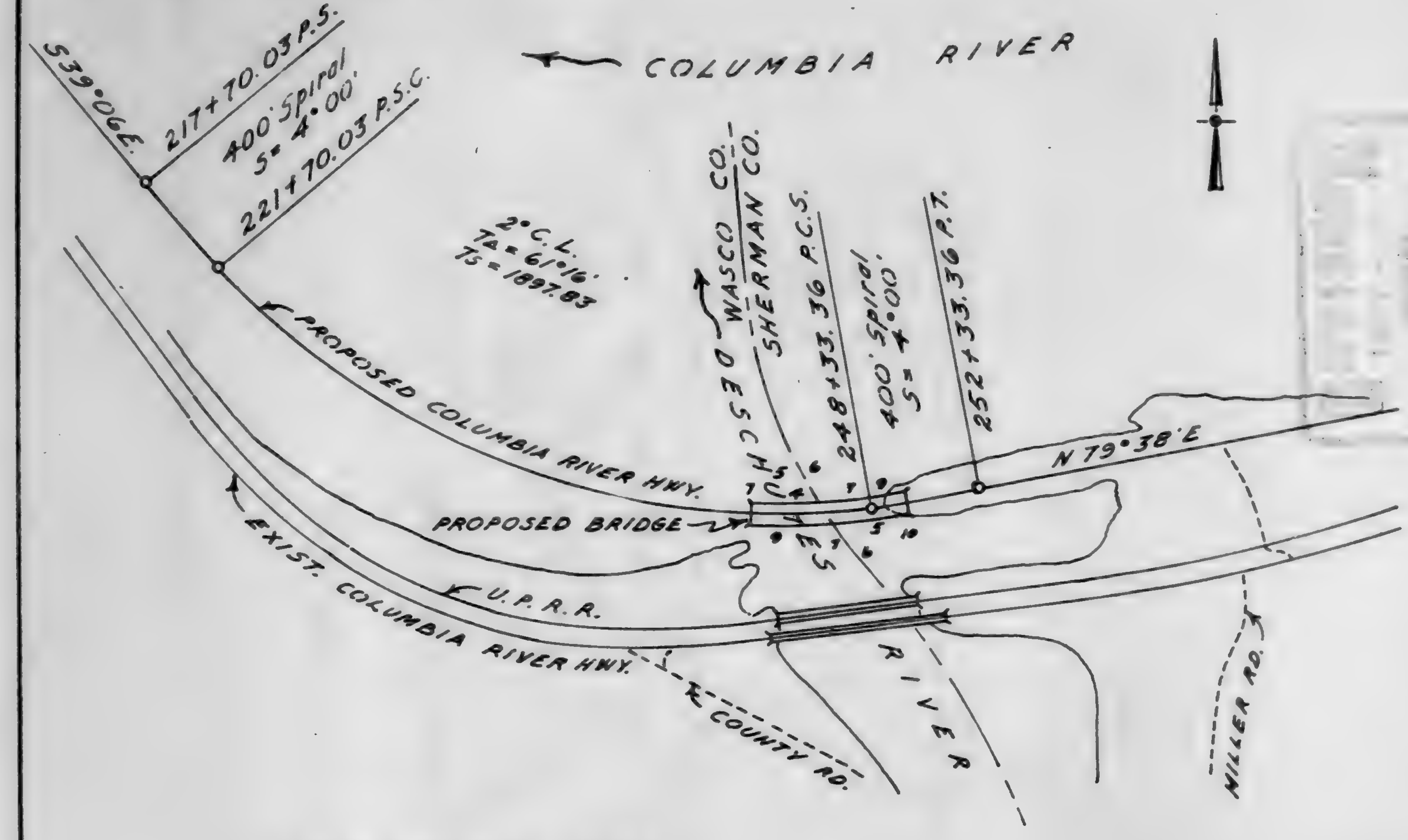
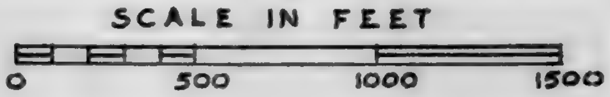
John F. Kimbel
JOHN F. KIMBEL
Lt. Colonel, Corps of Engineers
Deputy District Engineer

RECEIVED
FEB - 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER



LOCATION MAP



NOTE...
SOUNDING DEPTHS ARE IN FEET
BELOW NORMAL POOL ELEV. 160.5

PROPOSED BRIDGE
OVER
DESCHUTES RIVER
AT
CONFLUENCE WITH COLUMBIA RIVER
WASCO & SHERMAN COUNTIES
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 24, 1961 SHEET 2 OF 3

RECEIVED
JAN 30 1961
FOR FILING

January 30, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Deschutes River Bridge
I-80N

Dear Sir:

The Oregon State Highway Commission is rebuilding the Columbia River Highway in the vicinity of the Deschutes River to convert it into a section of I-80N on the Interstate Highway System. This construction will involve the building of a bridge across the Deschutes River at its confluence with the Columbia River. The location is approximately 350 feet northerly or downstream from the existing Union Pacific railroad bridge. The details of the bridge, including clearances above normal pool elevation, are shown upon the attached maps.

Attached hereto are tracings and four prints from these tracings showing the location and dimensions of the proposed structure. It would be appreciated if you would examine our proposal and if consistent with your policy, grant us a permit for the construction of the bridge.

Very truly yours,

W. C. Williams
State Highway Engineer

By

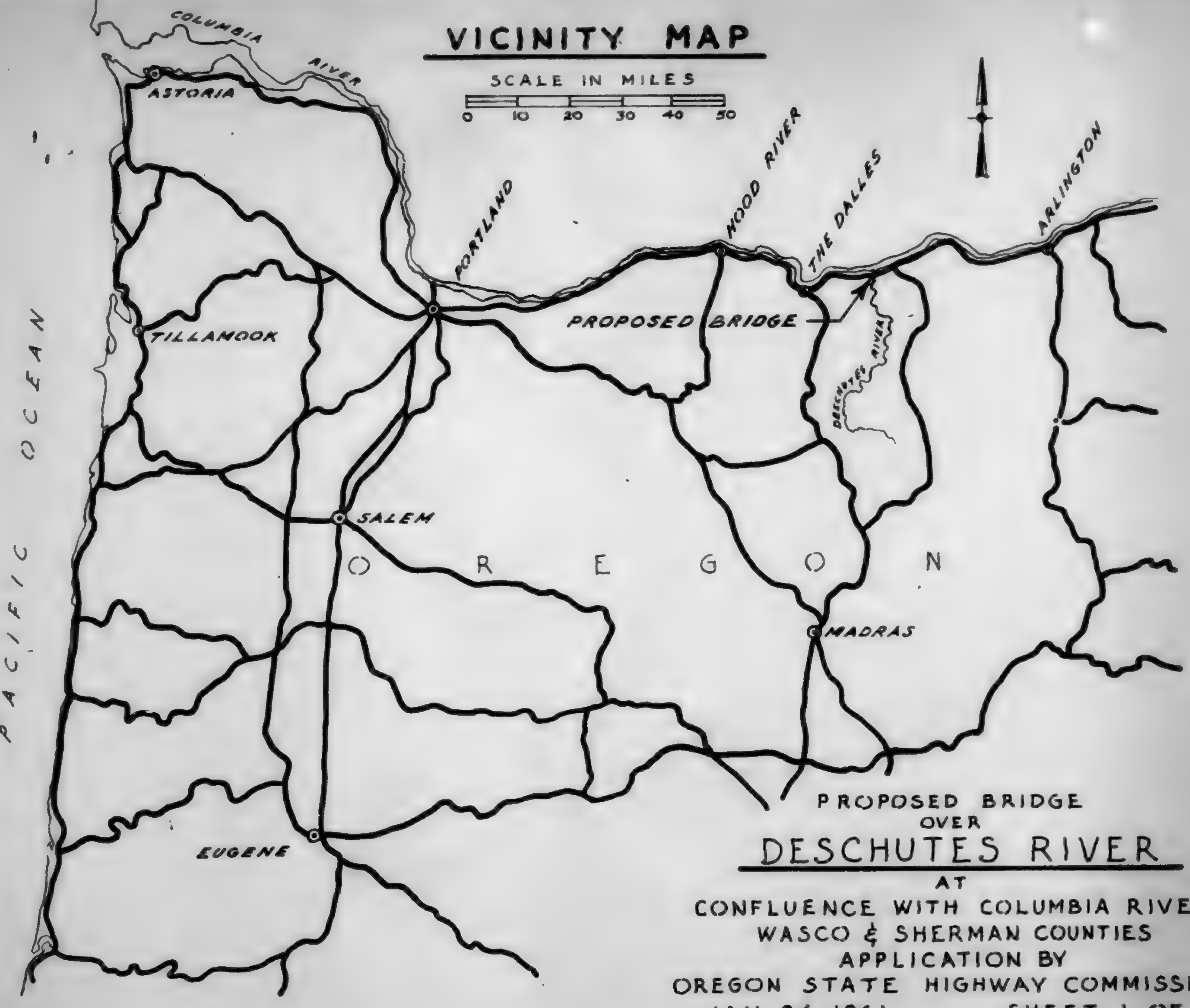
G. S. Paxson
Assistant State Highway Engineer

Attach.

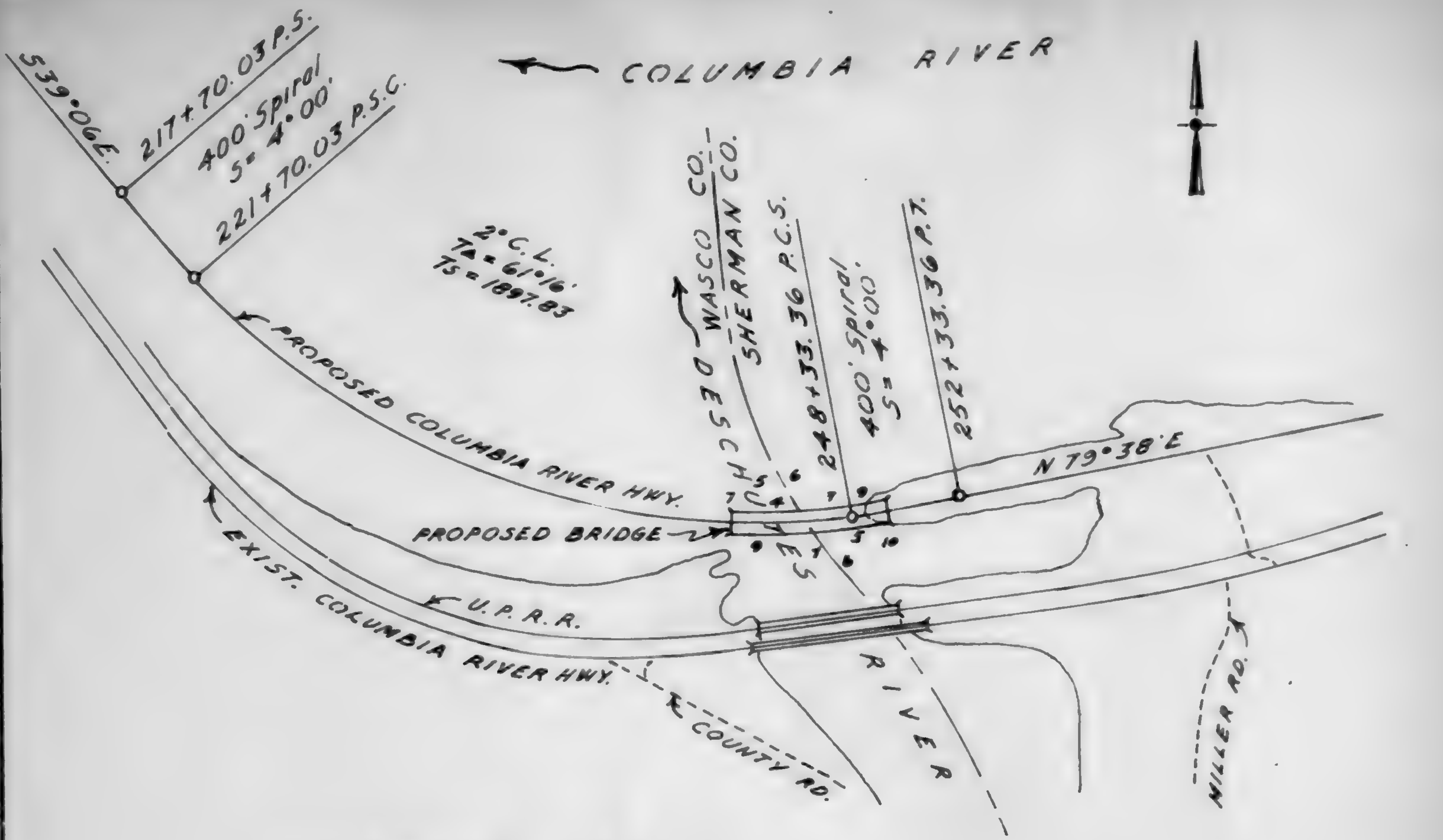
GSP:ae

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. Tom Edwards

VICINITY MAP



PROPOSED BRIDGE
OVER
DESCHUTES RIVER
AT
CONFLUENCE WITH COLUMBIA RIVER
WASCO & SHERMAN COUNTIES
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 24, 1961 SHEET 1 OF 3



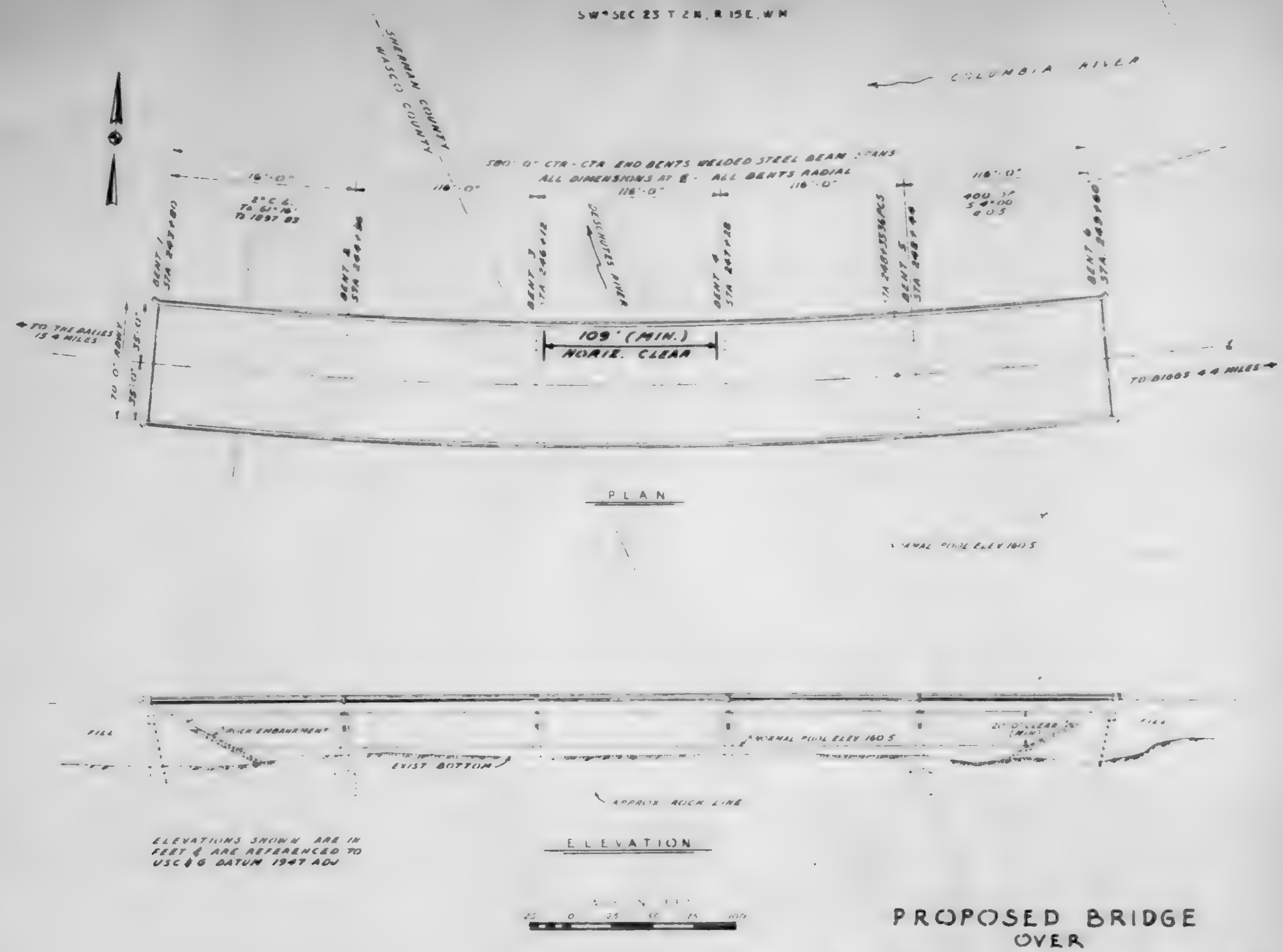
LOCATION MAP

SCALE IN FEET

0 500 1000 1500

NOTE...
SOUNDING DEPTHS ARE IN FEET
BELOW NORMAL POOL ELEV. 160.5

PROPOSED BRIDGE
OVER
DESCHUTES RIVER
AT
CONFLUENCE WITH COLUMBIA RIVER
WASCO & SHERMAN COUNTIES
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 24, 1961 SHEET 2 OF 3



PROPOSED BRIDGE
OVER
DESCHUTES RIVER
AT
CONFLUENCE WITH COLUMBIA RIVER
WASCO & SHERMAN COUNTIES
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 24, 1961 SHEET 3 OF 3

RECEIVED
SEP 6 1962
FOR FILING

[illegible]

[illegible]

Salem, Oregon
June 25, 1962

Mr. Forrest Cooper
State Highway Engineer
Office

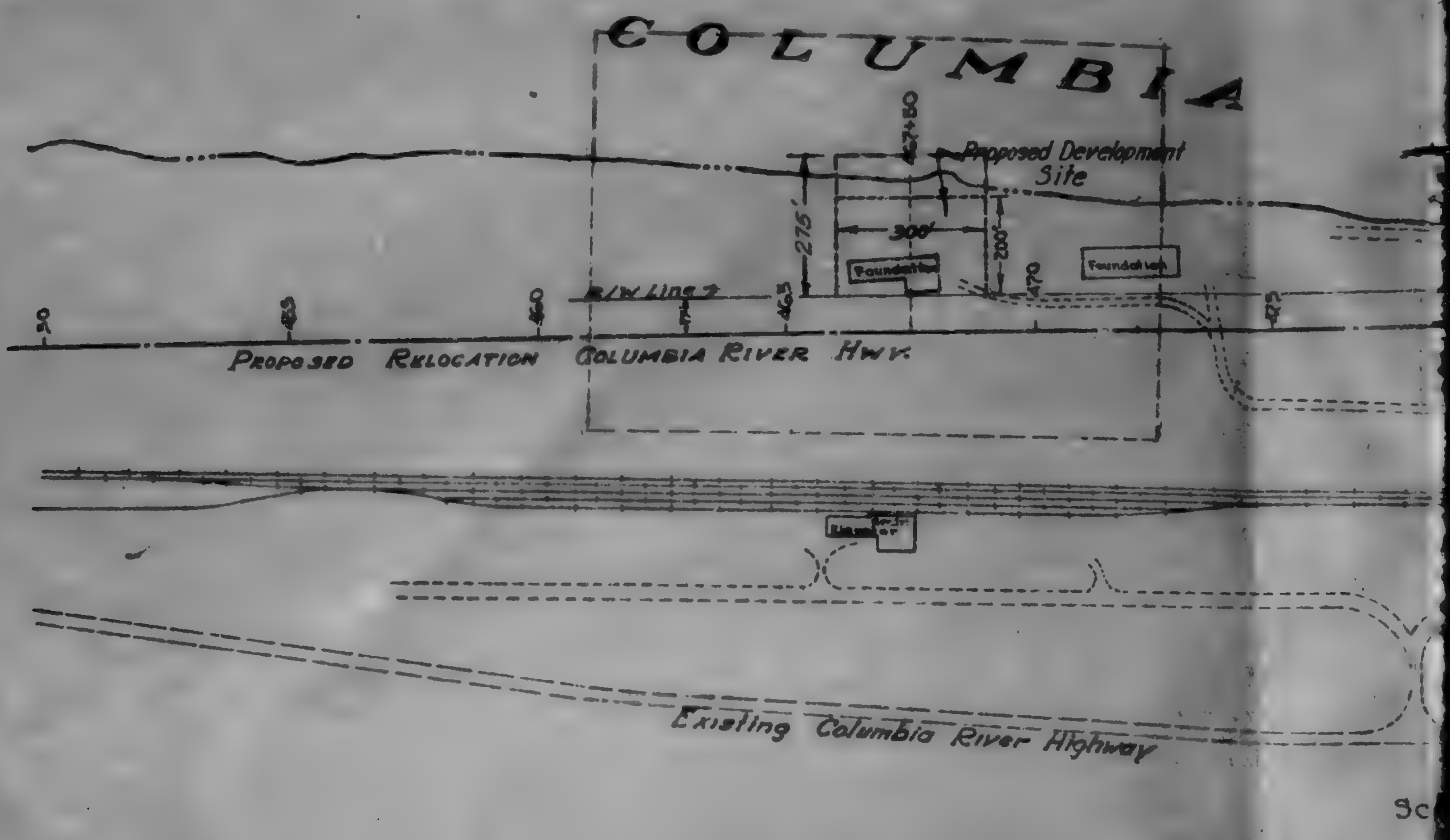
Further reference is made to the hassle with the Sherman County Court which concerns county approval on the Celilo-Biggs and Biggs-Rufus Sections.

Commissioner Fridley and H. S. Cox recently talked to the Court, and as I understand, more or less indicated that if they would sign the agreement, the State would construct a parking area of 260 x 300-foot dimension. I am informed that such a parking lot might cost as much as $10,000. It is suggested that the matter be discussed with Commissioner Fridley as soon as possible and that a course of action be formulated so that this thing can be brought to some kind of conclusion.

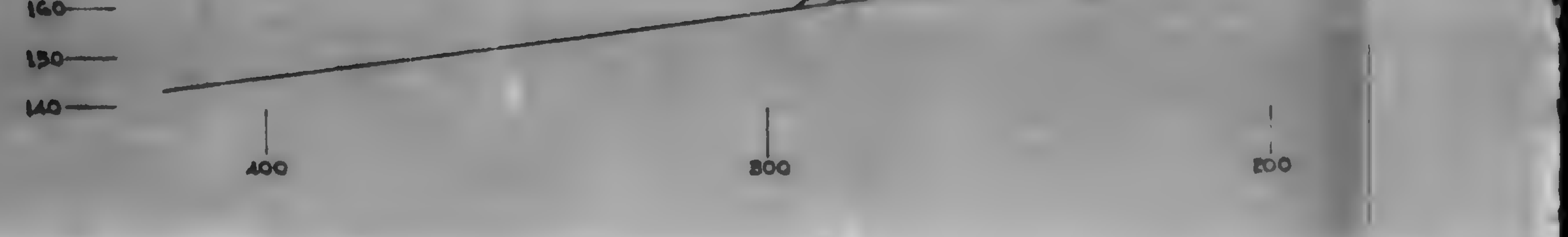
R. L. Porter
Assistant State Highway Engineer

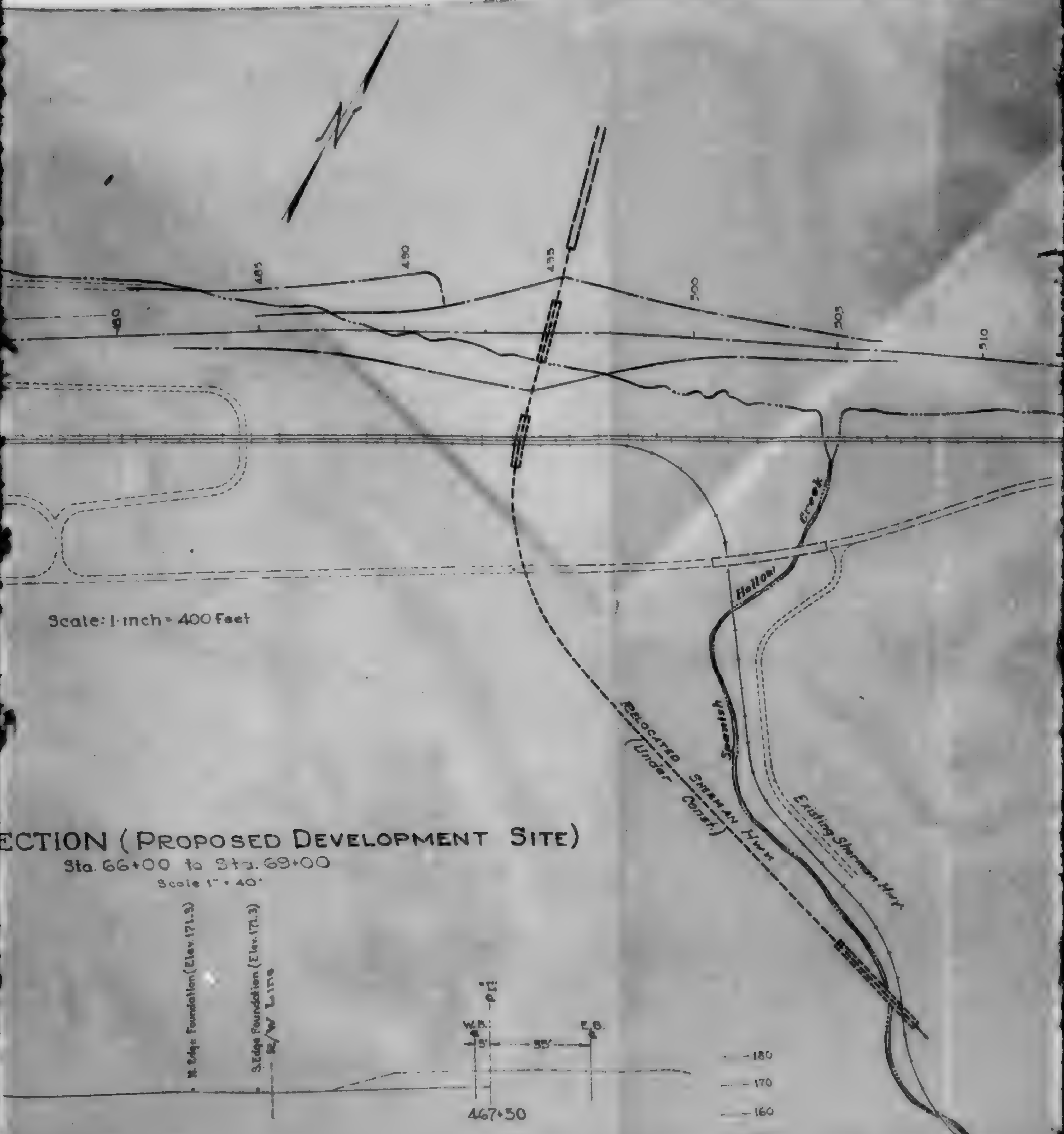
RLP:ajw

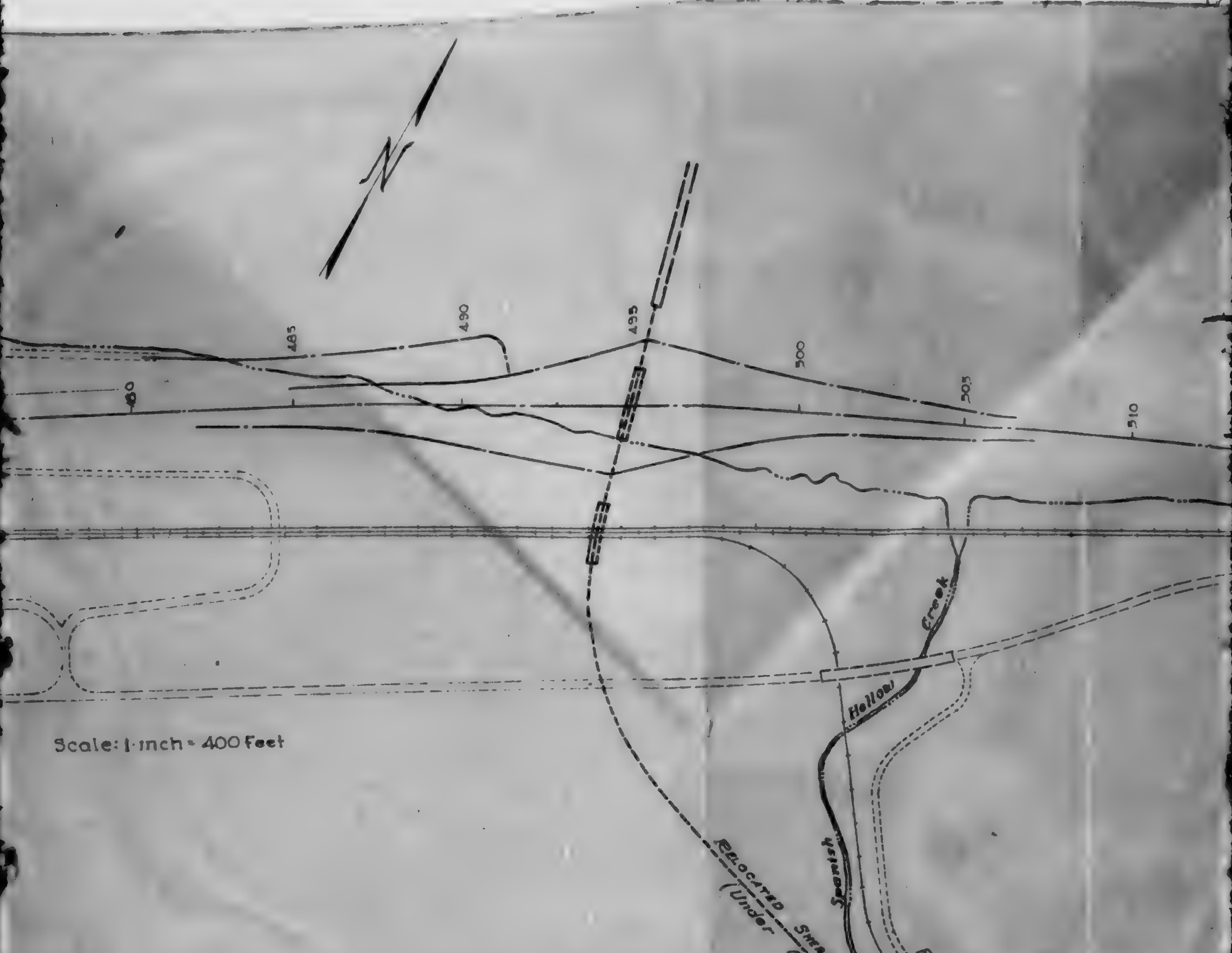
00'x300' Area 4,600
275'x300' Area 11,000
Replace Total Area 217,000


COLUMBIA
27+50
Proposed Development Site
275'
300'
200'
Foundation
Foundation
R/W Line
20
463
470
475
PROPOSED RELOCATION COLUMBIA RIVER HWY.
Existing Columbia River Highway
Sc

TYPICAL SECTIO



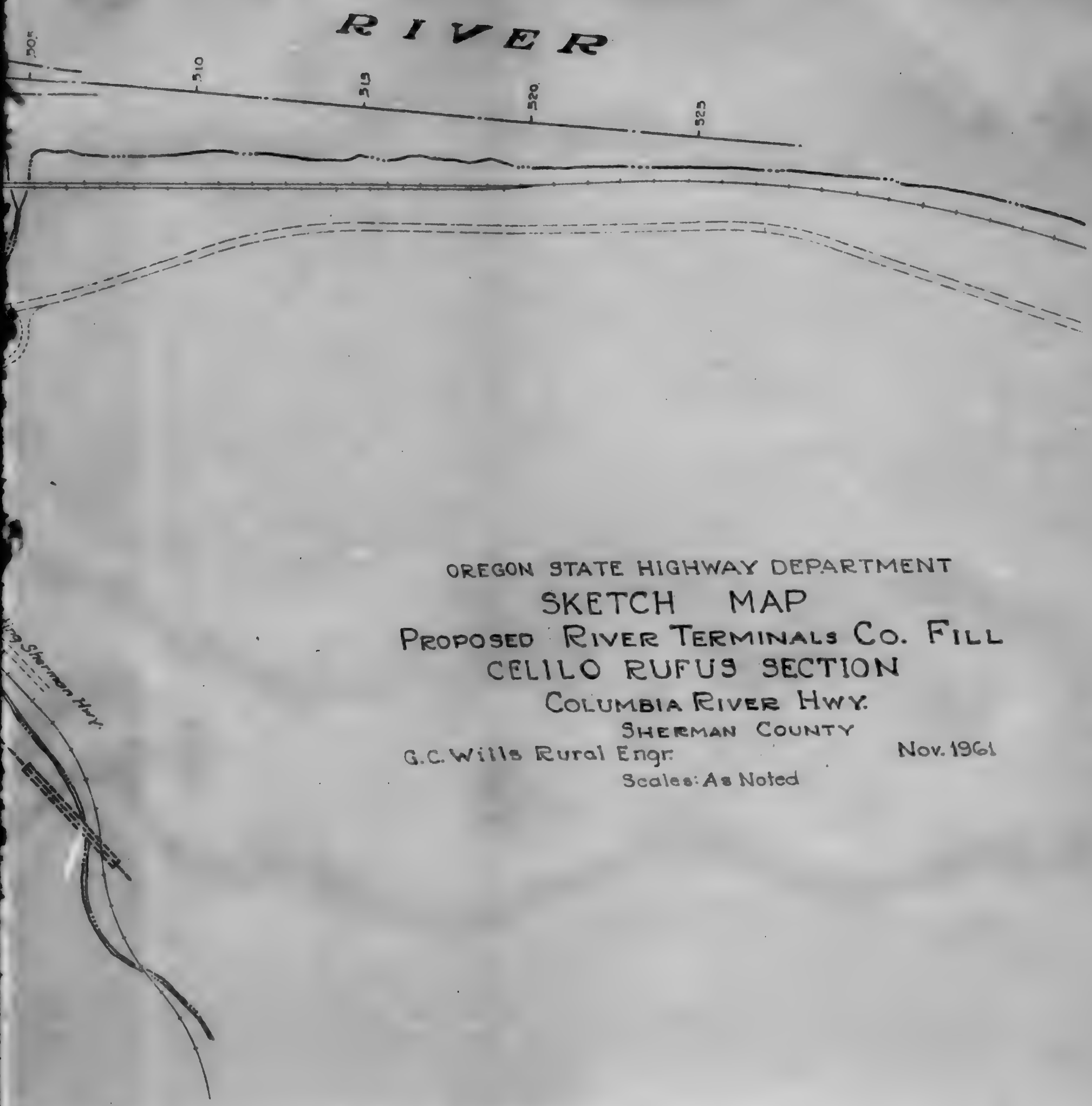

N
480
485
490
495
500
505
510
Scale: 1 inch = 400 Feet
Hollow Creek
Spanish
Relocated Sherman Hwy (Under Const.)
Existing Sherman Hwy
ECTION (PROPOSED DEVELOPMENT SITE)
Sta. 66+00 to Sta. 69+00
Scale 1" = 40'
N. Edge Foundation (Elev. 171.3)
S. Edge Foundation (Elev. 171.3)
R/W Line
W.B.
E.B.
5'
35'
467+50
180
170
160
150
140
100



ECTION (PROPOSED DEVELOPMENT SITE)

Sta. 66+00 to Sta. 69+00

Scale 1" = 40'



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP
PROPOSED RIVER TERMINALS CO. FILL
CELILO RUFUS SECTION

COLUMBIA RIVER HWY.
SHERMAN COUNTY
G. C. Wills Rural Engr. Nov. 1961
Scales: As Noted

RECEIVED
MAY 4 1962
FOR FILING

May 2, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee
Portland 17, Oregon

Celilo - Biggs

Dear Sir:

Re: Celilo-Biggs Section
Columbia River Highway

As requested in your letter of April 29, I enclose two sets of the specification for the Type 3 fence which we propose at the pedestrian undercrossing of the Deschutes River bridges. I also enclose two prints from our standard plan showing the proposed Type 3 fence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc.
cc Mr. Forrest Cooper

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2325 NO. LARRABEE AVE.
PORTLAND 17, OREGON

APRIL 29, 1962

(File Ref. D 315 - 2 - 96)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Celilo-Biggs Section, Columbia River Highway

Please refer to your letter of April 25 whereby you requested permission to construct a foot path underneath Railroad's Des Chutes River bridge to provide an access for fishermen to the Columbia River bank in connection with the captioned project.

Will you kindly furnish us a copy of your Specifications covering the Type 3 fence proposed to confine the proposed foot path?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
MAY - 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 26 1962
FOR FILING

April 25, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee
Portland 17, Oregon

Dear Sir:

Re: Celilo-Biggs Section
Columbia River Highway
Wasco County

The Oregon State Game Commission has been negotiating with us to provide better access for fishermen to the bank of the Columbia River outside of our proposed new freeway in the area near the Deschutes River. We cannot provide parking on the Interstate System or access to the Interstate Highway from these fishing grounds. We do have the existing Columbia River Highway which lies southerly of your tracks which will remain open and will provide space on which to park vehicles.

I am attaching four prints from Sheet No. 7 of the preliminary plans for this section which shows the footpath leading from the existing US30, underneath our highway bridge on existing US30, underneath your railroad bridge and just in front of the east abutment, and then across property which we control to an undercrossing of the new Deschutes River Bridge which will be a part of our Interstate project. This footpath will be fenced on each side to prevent any access to your track or structure. I also enclose four sheets from a drawing showing the cross sections through this footpath, the section shown on the sketch map in the upper lefthand corner. You will note that we are providing approximately eight feet of clearance below the bottom of the girder on your railroad bridge.

We believe this would provide a very much appreciated facility for fishermen and would ask that you consider granting us easements across your right of way in order to install and operate the footpath.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper

RECEIVED
[illegible] 1962
FOR FILING
I-80N 3 ([illegible]) 95
[illegible]

January 15, 1962

Sherman County Court
Sherman County Courthouse
Moro, Oregon

Gentlemen:

I am attaching a print of Sheet No. 14 of the Celilo-Biggs Section of the Columbia River Highway on which is shown both in plan and section the proposed construction at the old grain elevator site.

The State will construct a staging area at the location shown on the plan. The staging area to be constructed 200 feet wide in a north and south direction measured from our right-of-way line and 300 feet long measured parallel to our center line. The area to be constructed to a minimum elevation of 170 feet and to be protected with rip rap on the river side.

I trust that with this assurance that said staging area will be constructed that the county will sign the County-State agreement regarding this section of highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

Attachment

cc Forrest Cooper
F. D. Morgan

DJB:jd-ajw

RECEIVED
SEP 27 1961
FOR FILING

[illegible]

September 25, 1961

Celilo-Biggs Sec.

Sherman County Court
County Courthouse
Moro, Oregon

Attention: Mr. Lester Wilson
Commissioner

Gentlemen:

You were in my office recently in connection with the relocation of the interstate highway in the vicinity of Biggs. I told you at that time that I would have some revision made in the proposed alignment which would preserve as much of the existing property northerly of the right of way as possible in the vicinity of the former location of the grain elevator and warehouse.

I have had a map prepared which indicates the changes I discussed with you and have also shown in red a proposed right-of-way line. It is hoped that with this revision and an access to the area, which we previously approved, will be satisfactory to the Court and that you will approve the agreement allowing the Highway Commission to proceed with this important link in the interstate system.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Mr. W. C. Williams
Mr. S. H. Cox

RECEIVED
SEP 8 1961
FOR FILING
I-80N-3 (22) 95

OREGON STATE HIGHWAY DEPARTMENT
INTER DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 16, 1961

SUBJECT: Celilo-Biggs Section
Columbia River Highway

To

Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Yesterday I went over the revised access line on the north side of the Celilo-Biggs Section in the vicinity of Biggs with County Judge Miller and County Commissioner Kaseburg. They were still not satisfied with the strip of land remaining between the normal pool and this access line. They stated that they desire to file a brief with the Commission at their next meeting, outlining their reasons for desiring the narrower median.

In this connection I have informed them that the difference in distance between the wide and narrow median would be 60 feet, and have also told them it would be necessary for them to secure an appointment for the next Commission meeting.

Dean Swift

DEAN SWIFT
Division Engineer

RECEIVED
ENGINEER

DS:me

Coop

RECEIVED
STATE HIGHWAY ENGINEER

CONST ION
RE
AUG 17 1961
NOTED- ☒ ☒ ☐ ☐ ☐
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MAY 10 1961
FOR FILING
I-80N-3(22)75

16286

May 8, 1961

Sherman County Court
County Courthouse
Moro, Oregon

Gentlemen:

At a meeting on April 21 between Mr. Cox and Mr. Swenson of our County-City Relations Department and the County Court, dissatisfaction was expressed by the Court with respect to our inclusion of a 75-foot median in the Interstate Freeway design west of Biggs.

We hasten to assure you that this was not a capricious decision. The Interstate System is being built to standards approved by the American Association of State Highway Officials and an attempt is being made throughout the United States to have the finished product comparable in all areas. To this end, a special Freeway Study and Analysis Committee has been appointed by the American Association of State Highway Officials. A copy of its latest report rendered in June 1960 carries the following statement with respect to medians:

"...The committee in its travels was made keenly aware of the desirability of wide medians, which reduce headlight glare and are more pleasing to drive.

"The data available, furthermore, indicate a reduction in accident experience with wider medians. A driver leaving the roadway out of control in an emergency has additional area either to regain control or avoid collision when wide medians are used. Furthermore, there is safety and comfort in a median which will enable a driver to use his high-beam headlamps in open country without creating glare for opposing drivers.

"The committee noted the improved appearance and also the reduction in monotony, a cause of accidents, when the median varied in width and each roadway was separately designed in alignment and profile.

The committee therefore recommends median widths well above the minimum Interstate standards, to decrease hazard, reduce headlight glare, and improve appearance, and further recommends variation in alignment and profile of the separate roadways and fitting to the topography when feasible. In some types of topography this can be done without added cost and sometimes with cost saving..."

The subject of medians is particularly critical on the Oregon portion of Interstate 80N. Much of the distance between Arlington and Portland has such a confined construction area as to make mandatory narrow medians through a great portion of the distance. We are therefore of the firm belief that we should incorporate in our designs wider medians where at all possible to the end that motorists will secure brief, intermittent periods of more restful driving, thus reducing the accident potential on the stretches of wider median and leaving the driver in a better frame of mind to face the areas where narrow medians are a necessity.

In the area west of Biggs the service ramp will be built within the pool area, thus all of the existing land will be available for future development. The area above pool level which will remain for future use is approximately [illegible] mile in length and varies in width from [illegible] feet to [illegible] feet, thus comprising approximately [illegible] acres. You are no doubt aware that the land slopes gently into the pool and that in case waterfront installations are to be made, a certain amount of improvement will be necessary in order that the waterfront facilities be placed in such a position as to have sufficient water depth for barge operations. This would indicate that the facilities will not encroach upon any of the presently available land. We believe further that the gently sloping beach will provide excellent possibilities for recreational development.

The positioning of the necessary interchange and facilities for service to the Biggs Rapids bridge now under construction precludes any change in the alignment. The narrowing of the median would only provide an additional strip of land [illegible] feet in width. We believe it in keeping with the principles of Interstate design and the responsibility of all public officials to provide the best traffic conditions available that this design not be changed.

We earnestly request your reconsideration and approval of the agreement tendered to you.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Victor D. Wolfe
Mr. C. B. Swenson
Mr. Dean Swift

TE:jw ms

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1961

SUBJECT: Celilo-Biggs Throughway Agreement
Columbia River Highway
Sherman County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

On April 21, Mr. Si Cox and I met with the Sherman County Court to discuss the subject agreement. The Court's first question was, Why couldn't we move the highway further south in the Biggs Townsite area which is generally in the Biggs Interchange area? It was explained to the Court that the highway as shown was moved as far south as possible as that is controlled by the structures over the highway and railroad. It was also explained to the Court that the connection we proposed to build to the river front area would be constructed mainly in the pool and this would destroy but a very minor part of the river front area. These explanations seemed to satisfy the Court, but their next question we were unable to answer. Why did we go to a 76-foot median immediately west of the Biggs Interchange rather than holding to some narrower median as far west as the river front area extended, or approximately 5000 feet. This is the question to which the Court is going to demand a good answer as both Commissioner Kaseberg and Commissioner Wilson minced no words in stating they were going to fight the Highway Department and the Bureau of Public Roads for every inch of river front area they could preserve. It is felt that if this median could be narrowed to 36 feet median between approximate stations 440 and 490, the Court would feel that they have won a skirmish and would then be willing to sign this agreement.

In parting, the Court stated that they did not want to delay the construction of this project but wanted the Highway Department to give every consideration to the preservation of as much river front area as possible. The use of this river front area, the Court thought, would be mainly recreational but they did mention the possibility of commercial docking facilities.

C. G. Swenson
C. G. Swenson
County & City Relations Engineer

CGS:mm
cc: G. S. Paxson
Tom Edwards
V. D. Wolfe

RECEIVED
MAY 2 1961
[illegible]
[illegible]

RECEIVED
APR 6 1961
FOR FILING
Const
R/W
Col. R. Hoxy (Appraiser)

April 5, 1961

Hon. Vernon I. Miller
County Judge of Sherman County
Moro, Oregon

Dear Judge Miller:

In regard to our recent discussion on the Biggs area, I am attaching a map of this area made up of sheets 13, 14, and 15 of our plans showing our proposed highway roadways in yellow and the interchange connecting to the Biggs Bridge and the service road connection between the river front and the interchange colored in green. The edge of The Dalles Dam pool is shaded in blue.

You will note that the service road connection is practically all constructed in the pool and so uses only a small part of the river front.

The service road connection connects to an existing road along the edge of the pool and through this road serves a river front area north of our freeway which is approximately 4,400 feet long and in excess of 250 feet wide at it's widest part.

It is necessary that the old concrete foundations be removed for our main highway. We have attempted to serve this area by an underpass under our highway but find this impractical.

I trust that the map and the above explanation will fully inform you as to our plans and that this plan will be satisfactory to you.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:ep me

Enclosure

cc Forrest Cooper
Tom Edwards

REFERRED TO
Cooper
Highway Engineer

County Court
SHERMAN COUNTY
Moro, Oregon

Office of
Vernon I. Miller, County Judge

Commissioners
Lester Wilson
L. E. Kaseberg

February 14, 1961

State of Oregon
State Highway Department
Mr. W. C. Williams, Highway Engineer
Salem, Oregon

Dear Sir:

As a result of our conversation in your office on February 10, 1961, regarding the location of Highway 80 N in the old townsite of Biggs Area, and access thereto, we wish to state our position.

We have an oiled county road which connects Highway 30 with the Columbia River at the old townsite of Biggs. We feel that it is of paramount importance to the people of Sherman County, that access to the River in this area be maintained when the new Interstate Highway 80 N is built. Our entire Northern boundary is the Columbia River, yet there will be only one other point of access to the River, namely Rufus. We feel that it is very important that access to the River be maintained in the Biggs area because it is at the junction of Highway 97 and Interstate 80 N, both important highways, and it is the most feasible point to build barge loading facilities for loading grain from this County for down river shipment. We feel that it has considerable potential as a small roadside park area because of its strategic location, at the junction of two important highways and at one end of an interstate bridge across the Columbia River. The area would also provide a place for local people to launch their pleasure boats, picnic, and could also provide a small beach for swimming.

We would like to recommend to the Highway Commission that the alignment of the new highway be kept as close to the railroad right-of-way as is practical in order that the small remaining area be kept as large as possible.

Trusting that we have made our position clear and that you will cooperate with us in this very important matter, we remain

Sincerely yours,
SHERMAN COUNTY COURT
Vernon I. Miller
(Vernon I. Miller, Judge)

RECEIVED
FEB 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

2-6-2-g-1

FORM E-30 11-58 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1960

SUBJECT:

To: Mr. Tom Edwards

I hand you herewith the original of the permit for construction of embankments in the The Dalles Pool in the Celilo-Biggs Section. This also includes a permit for the dredging of the small boat basin at the Deschutes River.

I particularly call your attention to condition (j) in the last paragraph of the permit, which says that if the work is not completed on or before December 31, 1963, the permit is void unless specifically extended. I also call your attention to condition (i), which requires that the District Engineer be notified in writing as to commencement, suspension, resumption and completion of the work.

I am not sure as to whether this work encroaches upon railroad right of way.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. R. L. Porter
Mr. Walter T. Wright
Mr. Dean Swift

Encroachments on R.R.
to Paxson Aug. 31, 1960

REFERRED TO
Baker
By Ass't Construction Engineer

CONSTRUCTION DIVISION
RECEIVED
AUG 12 1960
NOTED-- ☐ CE ☐ ADE B ACE ☐ ☑ COE

RECEIVED
FEB 17 1961
FOR FILING
I-80N-3(22)95
6286

TABLE C

MONTHLY TOLL REVENUES

MARYHILL FERRY

	1957			1958			1959		
Month	Cars	Trucks	Total	Cars	Trucks	Total	Cars	Trucks	Total
Jan.	$ 1,966.41	$ 2,045.65	$ 4,012.06	$ 2,237.56	$ 2,461.00	$ 4,698.56	$ 2,344.75	$1,999.50	$ 4,344.25
Feb.	2,206.80	1,976.65	4,183.45	2,429.55	2,569.20	4,998.75	2,093.75	1,932.25	4,026.00
March	3,573.90	2,341.70	5,915.60	3,376.50	2,779.60	6,156.10	3,397.50	1,967.00	5,364.50
April	3,773.40	2,345.40	6,118.80	3,709.70	2,420.30	6,130.00	3,008.00	2,046.25	5,054.25
May	4,534.35	1,875.40	6,409.75	4,556.25	2,120.75	6,677.00	3,949.00	1,744.75	5,693.75
June	7,022.63	1,439.95	8,462.58	7,156.85	1,697.00	8,853.85			
July	8,148.80	1,305.31	9,454.11	9,078.95	1,894.80	10,973.75			
August	9,118.25	1,916.05	11,034.30	9,872.25	1,646.25	11,518.50			
Sept.	6,433.49	1,711.50	8,144.99	7,129.25	2,224.25	9,353.50			
Oct.	3,717.75	2,250.90	5,968.65	5,517.25	2,637.75	8,155.00			
Nov.	3,699.75	2,600.15	6,299.90*	3,879.50	2,299.50	6,179.00			
Dec.	3,067.50	2,267.55	5,335.05	3,362.25	2,259.50	5,621.75			
Total	$57,263.03	$24,076.21	$81,339.24	$62,305.86	$27,009.90	$89,315.76	$14,793.00	$9,689.75	$24,482.75
Percent Change Over Prev. Yr.	--	--	-10.4	+8.8	+12.2	+9.8	-9.3	-21.5	-14.6

Source: Maryhill Ferry Company

* Toll increased

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FEB 17 1961
FOR FILING

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[illegible]
6286

February 16, 1961

Oregon State Game Commission
Post Office Box 4136
Portland 8, Oregon

Attention: Mr. C. J. Campbell

Gentlemen:

I discussed the matter of access to the low lying land in the Columbia River which is north of our new freeway development in the vicinity of the Maryhill Ferry landing with you, and I understand that you prefer to have the area where the ferry now lands left in place, and that a low type road be built northerly of our interstate highway connecting this land with the interchange at Rufus. This is in lieu of doing dredging which would separate the land from the river bank and leave the remaining portions as islands.

We will proceed with our design for this section on that basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards

UNITED STATES COAST GUARD

ADDRESS REPLY TO
COMMANDER
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

e
J24-2
2 Feb 1961

State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Atten.: Mr. G. S. Paxton, Assistant State Highway Engineer

Dear Sir:

In reference to your letter of December 29, 1960, proposing the relocation of our Hells Gate Range No. 2 Front Structure, Coast Guard Headquarters has approved the relocation you propose.

Please notify this office 30 days prior to the relocation so that advance notice may be given to navigation interests. It is further requested that this office be informed of the date the concrete foundation will be poured so that one of our field engineers may be present to verify the new location.

Very truly yours,

Thomas G. Byrne
THOMAS G. BYRNE
Commander, U. S. Coast Guard
Chief, Engineering Division, Acting
By direction of the District Commander

Copies to Hall & O'Neil —
To be covered in specs —
A.D. Olson
2/9/61

RECEIVED
- 6 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
A. D. OLSON

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 23 1961
FOR FILING

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6295

Celilo

Salem, Oregon
January 23, 1961

Mr. W. T. Wright
Right of Way Engineer
OFFICE

The BPR has approved the acquisition of right of way between Celilo and Biggs, effective January 13, 1961. The approved area are those limits indicated on Drawings 6B-17-23 and 6B-17-24.

The BPR requests justification for building an access structure for the use of the owner of Millers Island.

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
JAN 23 1961
FOR FILING

I-CON 3(22)95

6286

January 20, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Celilo-Biggs Section
Columbia River Highway
Wasco County

Attention: Mr. Didier

Dear Sir:

Under date of December 30, 1960, I wrote to you submitting prints of Sheet 2-A of the plans for the Celilo-Biggs Section and advised that we proposed to install a culvert under your tracks. Further investigation discloses that we will not need to install this culvert but will extend the present drainage pipe under the tracks.

Will you please eliminate from the encroachment request anything having to do with the installation of the new pipe.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:aa

cc to: Mr. W. C. Williams

RECEIVED

FOR ...

Const

R/W

Col. R. Henry (upper)

Celilo - Rufus

Spl.

UNION PACIFIC RAILROAD COMPANY

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 10, 1961

(File Ref. D315 - 2 - 96)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
JAN 11 1961
OFFICE ENGINEERING
DIVISION

Attention: Mr. G. S. Paxson,
Assistant State Highway Engineer

55%

Dear Sir:

Referring to your letter of December 30th and previous correspondence regarding encroachments on Railroad right-of-way for proposed relocation of U. S. Highway 30 between Celilo and BIGGS Rufus:

Celilo - Biggs - 7.3
Biggs - Rufus 5.9
Total 13.2

In line with your verbal request of December 21st, following is estimated cost of work to be performed on the project by the Railroads at the expense of the State, consisting of engineering, inspection, watchman and flagman costs:

		Celilo		Rufus
Engineer-Inspector - 6 Mos. at $610	3 Mo.	1830	$ 3,660.	1830
Expenses - 6 months at $250 per Mo.	3 Mo	750	1,500.	750
Car Rental - 6 months at $150 per Mo.	3 Mo	450	900.	450
Watchman - 132 days - 8 Hrs. per day at $2.15 per Hr.		1135	2,270.	1135
132 Hrs. Overtime at $3.25 per Hr.		215	429.	214
Flagman (2 - 15 days each)				
30 days - 8 Hrs. per day at $2.15 per Hr.		258	516.	258
30 hours Overtime at $3.25 per Hr.		49	98.	49
Employee Benefits and Insurance (25%)		872	1,743.	871
Contingencies		557	1,114.	557
Total		6116	$12,230.	6114

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
JAN 11 1961
OREGON
STATE HIGHWAY COMMISSION

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JAN • 3 1961
FOR FILING

Const
RW
Col. R. Gray

December 30, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under date of September 1, 1960, I submitted copies of our Drawing SB-13-17 showing encroachments which we require on the Celilo-Biggs Section of US30 in Wasco and Sherman Counties.

At our Highway Station 192+30 we show a pipe culvert crossing under both the new highway and the existing highway and also under your main line. I am attaching four prints from Sheet 2-A of the plans for this section, which show the details of this culvert installation. We propose that under yout tracks tunnel liners be installed without disturbing your ballast or track.

Our specifications will provide that all excavation in the slopes of the railroad embankment be done inside of bulkheads, and that no sluffing of the railroad embankment will be permitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:aw

cc to: Mr. W. C. Williams
Mr. Virgil O'Neil

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SEP [illegible] 1960
FOR FILING

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

Const
Blw
Col. [illegible]

SEPTEMBER 8, 1960

Ref.File D 315 - 2 - 96

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

CELILO - BIGGS SECTION,
COLUMBIA RIVER HIGHWAY

Referring to your letter of September 1st transmitting maps and cross-sections of encroachments:

Will you please send me two additional sets of prints accompanying your letter, Drawings 8B-18-17 and 8B-18-17a, both dated June, 1960?

Can you at this time advise me what the status of the existing highway will be when the new Interstate route is completed? Will access on the existing road then be restricted?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

NOTED
G. S. PAXSON

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SEP 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
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FOR FILING
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R/W
Col. R. Hwy (upper)

September 1, 1960

Mr. J. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Celilo-Biggs Section
Columbia River Highway
Wasco & Sherman Counties

Dear Sir:

Our interstate highway in a section from Celilo to Biggs will be on the north side of your railroad tracks. The highway will be on an embankment, in places extending below the normal pool level of the Columbia River. Our fill slopes in places will encroach upon your right of way, particularly between your Railroad Stations 3092+55 and 3134+18.12 between Celilo and the Deschutes River; also at Fulton Canyon Creek where we propose a channel change with a minor encroachment upon your right of way between Railroad Stations 3273+92.50 and 3275+62.50; and again a minor encroachment between your Stations 3294+80 and 3300+00.

Under separate cover, I am sending you prints from our Drawing 35-13-17, dated June 1960, which is a map showing the proposed encroachments, and Drawing 35-13-17a, dated June 1960, which are cross-sections showing the extent of the encroachment. We already have a permit from the U. S. Engineers for placing the embankment in the pool.

We hope to get this project under contract during the winter and would appreciate your action on this request for encroachment as early as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. R. H. Brown
Mr. W. C. Williams
Mr. Tom Edwards

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JAN 20 1961
FOR FILING

I-80N-3(22)95

6286

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1961

SUBJECT: R/W File 31772 - O. W. R. & N. Company
Celilo-Biggs Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Due to a change in plans on the subject section, the Temporary Easement to install a drain pipe, being Parcel 2 of File 31772, is no longer required and the R/W File is being changed as of this date. Also this Easement has been removed from R/W Tracing 8B-17-23 and Encroachment Map 8B-18-17.

Tom Edwards
Construction Engineer
By D J Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:cw

RECEIVED
JAN 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1961
FOR FILING

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

FON-3(28)19[illegible]

6286

UNITED STATES COAST GUARD

Cross Reference to:
[illegible]

J24
5 Jan 1961

State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. G. S. Paxton, Assistant State Highway Engineer

Dear Sir:

Thank you for your letter of December 29, 1960, with reference to relocation of Hells Gate Range No. 2, Front Structure. The application has been made to Coast Guard Headquarters by this office to relocate the light. When their reply is received you will be immediately informed.

Your drawings of the proposed relocation of Hells Gate Range Front Light are satisfactory.

Yours very truly,

Thomas G. Byrne
THOMAS G. BYRNE
Commander, U. S. Coast Guard
Chief, Engineering Division, Acting
By direction of the District Commander

Copy to Edwards

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JAN 1 0 1961
OREGON
STATE HIGHWAY COMMISSION

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OFFICE OF
[illegible] ENGINEER

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FOR FILING

Cross Referenced To:

Celilo - Biggs

December 29, 1960

Commander
13th Coast Guard District
618 Second Avenue
Seattle, Washington

Dear Sir:

Enclosed are two sets of prints showing our proposed movement of the Hells Gate Range 2 Front structure in the vicinity of Biggs, as previously discussed in our letter of November 25. These prints show the suggested changes and control elevations given in your letter of December 13, and portions of the plans transmitted to us at that time have been traced as a part of our plans. Also shown is the parking plaza proposed for servicing the facility instead of the frontage road as tentatively shown on the first plans submitted to you.

Referring to your letter of December 13, regarding final approval of the proposed relocation of this facility by Coast Guard Headquarters, we are not clear as to whether this is handled through your department and is being processed, or if we must make application directly to Headquarters. If the latter is the case, we would appreciate information as to the necessary data to be submitted and the address to which it should be sent.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosure
cc Mr. Tom Edwards

ADO:jk er

FORM E-30 50M 7-60 29325

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1960

SUBJECT: Coast Guard Light
Celilo-Biggs Section
Columbia River Highway
Sherman County

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
OFFICE

Attached is a rough draft of a letter to the Coast Guard in regard to moving Hells Gate 2 Range Front aid-to-navigation on the Celilo-Biggs Section. Also attached are two sets of plans for the Coast Guard and one set for the files.

We believe that all necessary data has been received to move this light and that such data has been incorporated in our plans, however, the letter received from them (dated December 13) leaves doubts as to whether they are getting the necessary approval from their Headquarters or if we must make application directly. This letter is to clear up that point as well as to submit our revised plan to them.

Tom Edwards
Tom Edwards
Construction Engineer

ADO:jk

Attachments

RECEIVED
DEC [illegible] 1960
[illegible]
[illegible] ENGINEER

e
J16
13 December 1960

State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Sir:

Your letter of 25 November 1960 has been received and the proposals are satisfactory to this office. Final approval for relocation of Hells Gate Range 2 Front must be given by Coast Guard Headquarters, but this should be resolved prior to your call for bids, January 24, 1961. It is assumed that access to the rear structures for South Channel Ranges 2 and 3, and Hells Gate Range 2 will be provided by the existing highway.

Relocation of Hells Gate Range 2 Front structure will require construction of a new foundation and relocation of the existing steel tower, daymark, and lighting equipment. All work except moving lighting equipment can be accomplished by your contractor. Coast Guard personnel will move lighting equipment.

The foundation for the relocated tower should have a resistance to overturning equal to a 12' square concrete slab with 3' piers and 2' of earth backfill over slab. Details of our standard concrete footing are shown on the enclosed drawing which may be reproduced for this work. Elevation of top of piers should be 170', MSL which will require a slightly higher ground elevation than shown on your sketch plan. Note that the existing 35' tower should be reused to its full height and that the relocated elevation of the light will be 209 MSL rather than 203 MSL as proposed in your letter.

Tower relocation must be completed the same day as started. The tower consists of one 15' section and two 10' sections and can be moved intact or in sections. Lighting equipment will be removed and reinstalled on the tower the same day so that there is no interruption of service to the mariner.

Specifications for concrete work are contained in the enclosed drawing. No materials are required for the tower except new anchor bolts with accessories as shown on Coast Guard Drawing No. 79.4835. Tower parts damaged or lost by the contractor should be replaced.

It is our understanding from your letter that the relocation proposed above will be accomplished at no cost to the Coast Guard. Please notify this office at least one week in advance of start of relocation work so that arrangements can be made for moving lighting equipment.

Very truly yours,

THOMAS G. BYRNE
Commander, U. S. Coast Guard
Chief, Civil Engineering Section
By direction of the District Commander

Encl: (1) (SC) Coast Guard Dwg. 79.4835
(2) (SC) Coast Guard Dwg. 75.4901

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

DP 13-61-18
28 December 1960

State Highway Engineer
State of Oregon Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 25, 1960 informing this office of relocations of aids to navigation due to highway construction, also to a Public Notice issued by the Portland District Engineer, Corps of Engineers, dated December 21, 1960.

The sketch on the reverse of the Public Notice was an overall section in small scale. It is requested that we be furnished the remaining 22 sheets of the series to ascertain if aids other than those at Hells Gate are affected. Please mark the package "Attention: Chief, Aids to Navigation Section."

Sincerely

E. F. Walsh
E. F. WALSH
Commander, 13th Coast Guard District
Chief, Aids to Navigation Section
By direction of the District Commander

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9 1960
OREGON
STATE HIGHWAY COMMISSION

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[illegible]

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NOV 25 1960
FOR FILING

Cross Referenced To:

November 25, 1960

Commander
13th Coast Guard District
618 Second Avenue
Seattle, Washington

Dear Sir:

Enclosed are two prints of sketch maps and profiles of channel markers encountered on the Celilo-Biggs Section of the Columbia River Highway showing our anticipated facilities for servicing these aides to navigation and also showing the proposed moving of "Hell Gate No. 2". This section is scheduled for contract January 24, 1961, and, if possible and practical, we wish to include the reconstruction or moving of this light under that contract.

We have maintained both the horizontal and vertical line of sight in this relocation as shown on the enclosed prints; however, we are in doubt as to other requirements which may be important to you. Therefore, we would appreciate your comments and suggestions. If possible, we would like specifications and plans for such work. We would be interested in the normal procedure involved in making such a move as this. Can the foundations be established and the existing tower moved, et cetera, or must a complete new facility be installed?

We would appreciate your comments on these questions as well as on the service facilities planned for the other aides shown. It should be noted that we are not yet sure as to whether "Hell Gate No. 2" will be served by frontage road or by the parking plaza as used for the other two lights.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Tom Edwards

ADO:jp ae

RECEIVED
OCT 30 1961
FOR FILING

October 30, 1961

Commander
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

Re: Celilo-Rufus Section
Columbia River Highway
Sherman County

Dear Sir:

Reference is made to your letter of October 26 requesting information as to scheduling of work on the Interstate Highway project in the vicinity of Biggs, Oregon.

Nonallocation of federal funds has delayed the start of this project, certainly until after June 1962 and possibly until the spring of 1963. We will advise you prior to doing any work in the vicinity of your navigation markers in ample time so that you may inspect the work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. Dean Swift

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

e
J16
26 October 1961

State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attention Mr. G. S. Paxton, Assistant State Highway Engineer

Dear Sir:

In reference to our past correspondence with your office concerning the relocation of our aids to navigation markers on the Columbia River in the vicinity of Biggs, Oregon, I would request information relative to the present status of the project. This project concerned the forward relocation of our Hells Gate Range 2 Front Light structure and by our letter of 2 February 1961 you were informed that Coast Guard Headquarters had given approval.

Your letter of 25 November indicated your intention of letting the highway contract, with the light relocation included, about 24 January 1962. Will you please advise this office of the scheduled date for your contractor to commence relocation of this light structure?

Very truly yours,

Thomas G. Byrne
THOMAS G. BYRNE
Commander, U.S. Coast Guard
Chief, Civil Engineering Branch
By direction of the District Commander

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[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-3([illegible])
02

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

January 5, 1961

Mr. J. G. Polk, Division Engineer
U. S. Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Re: Oregon Project I-80N-3(20)86
Celilo-Biggs Section
File No. 31278 - U. S. A.
Big Eddy-Biggs Section
Columbia River Highway
Wasco & Sherman Counties

Dear Mr. Polk:

In reference to your letter dated December 29, 1960, concerning the Celilo-Biggs Section, I wish to advise that Mr. Porter's right of way estimate of December 23, 1960, is, in my opinion, sufficient for right of way needs in this section.

It is estimated that this figure will cover the necessary rights of way and the elimination of encumbrances and easements included in the Corps of Engineers file. I would like to add that this figure is an estimate only, and we will order a full-fledged appraisal if you feel that it is necessary prior to the programming of right of way through this section.

Very truly yours,

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr
cc: Mr. W. C. Williams
Mr. L. I. Lindas

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FOR FILING

Const

RW

Col. R. Hwy (upper)

Big Eddy - Biggs

December 23, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to Item 188, Project I-80N-3(20)86, Big Eddy-Biggs Section covering purchase of right-of-way. Your letter of October 6, 1960, approving the item, withheld purchase authorization pending further information concerning the section between Big Eddy and Celilo where the proposed improvement contemplates to use the parallel railroad as a median.

Since the section from Celilo and Biggs does not involve the use of the railroad median, it is our request that your approval and authorization be given to the purchase of the right-of-way for that portion of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:jb

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I-22N 3 [illegible]
NPPGW-2
[illegible]

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 Pittock Block
PORTLAND 5, OREGON

30 December 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO Cooper
By State Highway Engineer

Dear Mr. Williams:

Reference is made to your letter of 15 December 1960 which inclosed plans for relocating the Miller gage. Those plans have been reviewed as requested and a set of plans returned with our comments.

The only significant change noted on the plans is the size of the inlet pipes. They should be 2-1/2 inches in diameter instead of the 2 inches as shown. There is some question as to the ground level where the new structure is to be built. It is very important that the base of the concrete structure be 4 to 5 feet below the ground line if the material is loose or if it rests on rock the base should be keyed firmly to the rock so that ice or floating debris will not capsize the concrete house.

The ground level also has an important bearing on the inlet pipes. If the inlet pipes enter the gage house below the ground level they should extend out into the pool to where they are 2 - 3 feet above the ground line. If the ground is relatively flat out from the gage house and the extension of the inlet pipes leaves the pipes exposed for some distance they should be firmly supported and fastened to concrete pedestals at least every 15 feet and the ends of the inlet pipes should not extend more than 3 feet beyond the last support. The concrete pedestals should be either keyed to rock or the base placed 18 inches below the ground line. If the inlet pipes are above the ground level 2 feet or more at the gage house they need only be extended 1 foot out from the gage house. Static tubes should be installed on each inlet pipe. They should be parallel to the water surface and pointing downstream.

The items that you have noted for salvage are acceptable to this office. There may be some items that the contractor might prefer to install new rather than salvage. One item in particular is the gage board shown on Section B-B.

FORREST [illegible]

NPPGW-2 30 December 1960
Mr. W. C. Williams, State Highway Engineer

Specifications for the gage house as well as for the pump cylinder shown in the section on centerline have been furnished informally to Mr. Olson of your department in early December.

For field inspection of the existing Miller gage house see the Engineer in Charge of Construction at The Dalles project office. He has a key to the gage house. The same office will represent the District Engineer during the construction of the station.

Sincerely yours,

1 Incl
Set of gage house drawings,
Miller station

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
JAN 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 15 1960
FOR FILING

Celilo-Biggs

December 15, 1960

District Engineer
Corps of Engineers, U.S. Army
City-County Building 602
Walla Walla, Washington

Re: NPPGW-2

Dear Sir:

Reference is made to your letter of November 30, relative to our proposed moving of Miller gage in The Dalles Pool, in which you set forth certain control elevations for the gage well, inlet pipes and access. Enclosed are prints which we have prepared by tracing a set of plans of a gage station as obtained by our Resident Engineer at The Dalles. On these prints we have shown your control elevations as we interpret them. We have also noted certain items which we believe might be readily salvaged. If any of these are questionable, please note on one set of the plans and return to us.

Also noted are items on which we believe we need details, elevations or explanation.

We would appreciate having these plans inspected for conformance with your requirements. If these have been superceded, we would like a set of the current plans. We also wish to know what is to be done with the inlet pipes where they are outside of the well, positioning of static tube, protection, anchoring, etc.

In the event that an inspection by our engineer or contractors is desirable, will it be possible to gain access to the existing house to examine the feasibility of salvaging the materials which you have suggested to be salvageable? And, finally, during construction will matters relative to the gage continue to be handled through your office, through another office there, or through a field office?

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

enc.
cc: W. C. Williams
Tom Edwards
ADO:jk ms

RECEIVED
6 - 1960
FOR [illegible]

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPGW-2

30 November 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter of 18 November 1960 in which you state that the Miller gage in The Dalles pool has to be moved to clear the roadway for the new Columbia River Freeway. The site you have selected for the gage house, 300 feet west of the existing structure, is satisfactory from a location standpoint.

Standard plans and specifications for a concrete gage house can be provided by this office and part of the hardware in the existing station can be salvaged. The items that can be salvaged are the steel floor and shelf, outside steel door, gage well ladder, and possibly part of the flushing equipment and inside gage board. All recording equipment housed in the structure can be removed and installed in the relocated gage house.

Construction of the gage house can be contracted and this office has no objection to taking the responsibility of reinstalling the stage recording equipment.

The relocated station should be situated in the pool so that the bottom of the gage well is at elevation 151 feet or lower and the two inlet pipes to the stilling well should be at elevations 153 and 155, respectively. The floor of the gage house should be at elevation 171 feet and access to the gage house should be provided for a 171 pool. These elevations may be of assistance in making a definite location survey for contract purposes.

copies to:
[illegible]
Edwards
Frank Hall

My staff is available to advise you should there be further questions in regard to relocating the Miller gage.

Very truly yours,

John F. Kunkel

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

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DEC - 2 1960
OREGON
STATE HIGHWAY COMMISSION

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[illegible]

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NOV 18 1960
FOR FILING

Cross Referenced To:

November 18, 1960

District Engineer
Corps of Engineers
829 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letters of August 3 and August 28 in regard to the Corps of Engineers' river gauge at Miller on the Columbia River.

It has become apparent that it will be necessary to move the gauge northerly a short distance so that it will be clear of our main roadbed construction. It is proposed to move it laterally to the west so that the parking area provided for the gauge will also serve the Coast Guard channel marker "South Channel 2". Enclosed are three prints of Sheet No. 8 of the Celilo-Biggs Section of the Columbia River Highway showing this proposed change.

From plans which we have received of the existing station, it would appear that the gauges are constructed using standard plan sheets with standard hardware installations so that parts would be interchangeable. Under this supposition, we wish to know whether it would be possible for us to have this gauge moving done under the same contract as our other work (tentatively scheduled for January 24, 1961) using standard plans and specifications which you could supply us. If this were possible, then could all or part of the equipment be moved from the existing facility to the new site or is such salvage impractical? Would the lapse in service be too long, et cetera? Could all of the necessary work feasibly be done by contract or must some of the installation be done by your personnel?

These and many other questions come to mind so that we would appreciate any help that you can give us in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

BG:jk ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

MPPGW-2

8 August 1960

REFERRED TO
Paxson
To State Highway Engineer

Mr. W. C. Williams, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter of 3 August 1960 in regard to providing access to the Corps of Engineers' river gage at Miller on Columbia River, after completion of the Interstate Freeway that will pass within a short distance of the gage.

Access to the gage is only needed for personnel. The station is visited on an average of about once a month for a period from 15 to 30 minutes.

To perform the required function the relocated gage would have to be in the general vicinity of the present gage and the cost of relocating the gage will be at least $10,000.

Sincerely yours,

Winegar

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
AUG 10 1960
OREGON
STATE HIGHWAY COMMISSION

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STATE HIGHWAY ENGINEER

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FOR FILING

Const
Rhe
Col. R. Henry (copy)

August 3, 1960

Colonel W. L. Winegar, District Engineer
U. S. Army Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Dear Sir:

On our location survey between Celilo and Biggs on the Columbia River Highway we have encountered a river gage station 'Miller' along the Columbia River approximately 0.8 mile upstream from the mouth of the Deschutes River.

Since this will lie on the river side of our proposed highway and since this highway will be a portion of our interstate freeway, we need to know what access must be provided for this facility, or if it would be feasible to move it to some other location.

If access must be provided at the present site, we would need to know whether this would be for personnel only or if maintenance vehicles must attend the gage. If vehicles are necessary, what height of equipment pass might be needed? If personnel only, then how frequent and for how much time?

If it might be feasible to move the gage to an area where access could be readily provided, what would be the approximate cost and what criteria would be used to choose an alternate site?

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

ADO:db ms
cc: Mr. W. C. Williams
Mr. Tom Edwards

FORM CD-12X

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JAN - 3 1961
FOR FILING
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UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: December 29, 1960

FROM : C. C. Polk, Division Engineer
08-35.7 Salem, Oregon

CCPolk

SUBJECT: Oregon Project I-80N-3(20)86
Celilo-Biggs Section

Please refer to Mr. R. L. Porter's letter of December 23, 1960, which requested authorization to proceed with the acquisition of right-of-way. Before we can authorize right-of-way we will need additional information concerning the right-of-way estimate of $63,000.

Mr. Forrest Cooper's letter of December 23, 1960 indicates that if access is not permitted to the river front at Biggs it will be necessary to clear certain encumbrances or easements. His letter refers to a permit to a navigation company at Biggs and to a permit to a private individual at the mouth of the Deschutes River. Does the right-of-way estimate of $63,000 include allowances to clear these items? Also, is the right-of-way estimate on the basis that most of the lands needed will be obtained from the U.S. Army Engineers without cost except for clearing encumbrances or easements? If the right-of-way estimate does not reflect the above mentioned items a corrected estimate will be needed before right-of-way can be authorized.

Mr. Cooper's letter of December 23, 1960 indicates that the Highway Department does not concur in the elimination of access to the river front along this section of highway. In our letter of December 14th we indicated that Federal-aid highway funds could not be used to provide access to land where the cost of such provision exceeds the value of the land served. Mr. Cooper's letter did not include any further information which would indicate that the access at Biggs would be justified. If such justification is available we will reanalyze our position.

Porter
Wright
Edw

NOTED
FORREST COOPER

RECEIVED
DEC 30 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 27 1960
FOR FILING

Const

RW

Col. R. Hwy Supp

Celilo Biggs
Biggs-Celilo-Rufus

December 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are in receipt of your letter in regard to access to the river front at Biggs Junction. As we interpret your position, your instruction is to eliminate all access at this point.

We have contacted the Corps of Engineers in regard to this matter. It states that the right of way will be made available to us subject to any restrictions and permits which it may now have thereon. Outstanding of these are a permit to a navigation company to construct facilities for cargo handling at Biggs and a permit for access to the water, et cetera to a private individual at the mouth of the Deschutes.

We will proceed with acquisition of the right of way clearing the above encumbrances or easements (or any other thing as of this time unknown) by condemnation, if necessary. We expect the Bureau to participate in these actions as a standard right-of-way acquisition. We wish it understood, of course, that this is being done as requested by the Bureau and that such action, which in effect eliminates all access to the river front from Celilo to Rufus, is not concurred in by the Highway Department.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:fp:jw fn

FORM CD-12F
(9-22-59)

UNITED STATES ERNMENT

Memorandum

RECEIVED
1960
FOR FILING

U.S. D RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: December 14, 1960

Const
Blw
Col R. Henry (upper)

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Biggs-Eddy-Rup

SUBJECT: Oregon Project I-80N-3(--)79
Access facilities - Biggs waterfront

Reference is made to your letter dated December 5, 1960.

Previous to its receipt two of our engineers made a special trip to the site to investigate its present and past use. No evidence of present commercial or recreational use of any consequence was found. It appeared that the land itself, in its present condition, would have only nominal value. Its speculative value, with access provided either directly from an interchange ramp or nearby, could, as experience has well and thoroughly demonstrated, approach the fantastic.

We believe there can be no justification for using Federal-aid highway funds to provide access to land where the cost of such provision exceeds the value of the land served. Construction undertaken for the benefit of individuals is permissible when its cost reduces the total expenditure for the highway, construction plus right-of-way.

Unless further justification can be furnished, which might include, for instance, firm plans for site development by your department or another responsible public agency, we feel that our only recourse is to deny your request for participation in costs using Federal-aid highway funds.

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OFFICE OF
STATE HIGHWAY ENGINEER

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Const.

R/W.

Col. R. Hwy (Biggs)

Celilo - Biggs

Biggs Eddy Ramps

December 5, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Recently, two proposals were submitted to you to provide access facilities to the waterfront at Biggs. We have been advised that neither would be approved.

At the public hearing, the hearing map indicated service would be provided to the waterfront. Evidence, also introduced into the hearing record by the Sherman County Club and by the Pacific Inland Navigation Company, indicated the desirability of such service. We wish to call your attention to the fact that this is the only possible access to the riverfront except by boat for the entire distance of some 12 miles from Celilo to Rufus. We are being continually pressed by development groups and fishing and recreation groups to provide river access.

We believe that the public interest warrants access to the river at this point and would request your reconsideration of this item and approval of the cheaper of the two plans submitted to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jw fn

Encl - maps

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1960

SUBJECT: U. S. Army Engineer
Ownership
Celilo-Biggs Section
Columbia River Highway
Sherman and Wasco
Counties

To: Mr. Tom Edwards
Construction Engineer

Office

In checking with the Portland District Office, we have found that they have not yet completed their compilation of information which must be forwarded to the Office of the Chief of the Corps, together with our request for right of way on the subject project. They expect to have these data forwarded within the next few days.

They have called our attention to several Army Engineer obligations which will be transferred to us under our proposals. These will be confirmed by letter shortly; but, as a preliminary, two of the worst are these:

1. An obligation to provide a river terminal and loading facilities at Biggs, together with several private obligations to maintain water supply.

2. An obligation to provide a mode of access to Miller Island. My memory is that this approximately 1,000 acres of island is sprinkler-irrigated and in alfalfa or some other similar crop.

We shall attempt to determine what figure might be attributed to damage through failure to provide a mode of access. In the interim, it seems to me that it might be desirable to have someone determine precisely how these people reach the island at the present time, what is transported to and from the island, and whether some similar arrangement might be permitted without significant changes of our proposed construction.

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y

Jay Polk

We expect to have definite advice within the next few days as to the number and exact nature of the obligations which the Corps will expect to hang on our shoulders in exchange for the right of way.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1960

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

I attach a copy of the public hearing record for the section Biggs Eddy to Rufus. The hearing map which was presented indicated that service would be provided to the river at Biggs. Mr. Allen Tom, speaker for the Sherman County Club, requested that such access be provided and Mr. Carl Floten, representing the Pacific Inland Navigation Company, spoke in favor of a landing area and access to the river at Biggs.

The scheme which we exhibited on the hearing map is shown as attached - namely, crossing the existing railroad at grade and crossing under the freeway with either a box or a bridge. Water control elevation necessitated a slight hump in the Interstate grade line. Further investigation and study has developed a second plan which permits service by access from the westbound on-ramp. The costs were $112,000 for the original plan and $61,600 for the alternate plan. After construction of the Interstate System, there will be a strip of land above the pool and lying northerly of the freeway approximately 4,000 feet in length and varying from 50 to 250 feet in width. The property is in the ownership of the U. S. Government.

The Bureau of Public Roads has rejected either plan to provide service to the river at Biggs. This has not been done by official communication, but by refusal to approve either of the alternate schemes presented to them for final design. I would recommend this matter be of sufficient moment to press the issue with the Bureau to the end that service can be provided to the waterfront at Biggs. Otherwise, the river front will be blocked off from Celilo to Rufus - a distance of some 12 miles. We do not believe this to be in the public interest.

Tom Edwards
Construction Engineer

TE:jw

Attach.

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DEC 27 1960
FOR FILING

I-80N-3(22)95

6286

Salem, Oregon
December 23, 1960

Celilo-Biggs Section
Sherman County

Mr. Tom Edwards

The U. S. Engineers have requested that we clear our construction plans between Celilo and Biggs with the Oregon State Game Commission. Plans for our work were submitted to the Game Commission some time ago, and I am now attaching a copy of their reply.

You will note that they inquire as to the feasibility of building an underpass at the Maryhill Ferry Road. I am sure this is not feasible from a cost standpoint, and I doubt that the Bureau of Public Roads would approve it. In any event, if I remember our plans correctly, our borrow and embankment in this area would leave no place to go after one went through the underpass.

I would, however, like a rough estimate of the cost and a better understanding of the services that could be provided when our highway is complete.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

J. H. VAN WINKLE, CHAIRMAN, OREGON CITY
MAX WILSON, JOSEPH
JOHN P. AMACHER, WINCHESTER
ROLLIN E. BOWLES, PORTLAND
JOSEPH W. SMITH, KLAMATH FALLS

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

December 21, 1960

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

In considering the highway relocation plans for the Celilo-Bigs Section of U.S. 80 North there is some engineering information not available to us at this time.

Is it feasible to install in your plans an underpass at the Maryhill ferry road? Would this create any special problem?

As soon as we have an answer to these questions I believe we will be in a position to make our comments on your proposed highway location.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By A. V. Meyers

A. V. Meyers
Lands Administrator

AVM:p

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OREGON
STATE HIGHWAY COMMISSION

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J. H. VAN WINKLE, CHAIRMAN, OREGON CITY
MAX WILSON, JOSEPH
JOHN P. AMACHER, WINCHESTER
ROLLIN E. BOWLES, PORTLAND
JOSEPH W. SMITH, KLAMATH FALLS

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I-80N-3(22)15

6246

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

December 14, 1960

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Paxson:

This date a Mr. A. D. Olson of the Construction Division of the State Highway Department brought to this office and discussed the Highway Relocation plans for the Celilo-Biggs section of U. S. 80N. I presume this is in compliance with Mr. Williams' letter of July 14, 1959.

Staff personnel are now examining these plans and we will submit our comments to you by the end of next week.

Thank you for the courtesy of bringing these plans to us for our consideration.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By A. V. Meyers
A. V. Meyers
Lands Administrator

AVM:cg

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STATE HIGHWAY COMMISSION

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ENGINEER

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I-80N-3([illegible])
6386

Cross Referenced To:
Const
RW
Parks

October 26, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Celilo-Biggs Section

Dear Sir:

Reference is made to correspondence between your office and Mr. C. H. Armstrong, State Parks Superintendent, concerning a boat basin which was proposed at the mouth of the Deschutes River and lying between the railroad and the new freeway. Specifically, these are letters from Mr. Armstrong to you of June 20, 1960 and July 6, 1960 and your reply of June 23, 1960.

This is to advise that we have abandoned plans for a boat basin in this area and will do no work which would encroach upon your right of way at this point.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. C. H. Armstrong
Mr. Tom Edwards

Planning Sec. Files

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 6, 1960

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Mr. Baker:

I have your letter of June 23rd relative to that portion of the proposed boat basin along the right bank of the Deschutes River at its confluence with The Dalles pool.

Our information indicates that at the east railroad bridge abutment the embankment does extend down to elevation 150 within the proposed basin as you mentioned. We do not plan any installations or moorage facilities of any type along the railroad embankment. Neither do we plan any shore to basin access in this area.

Arrangements can be made to provide a wire mesh fence topped with barbed wire of the Type 3 shown on the attached plan to restrain public use of the railroad right-of-way if desired.

Attached are 4 copies of the proposed boat basin plan as revised 6/22/60 and a copy of the fencing plan.

Very truly yours,

C. H. Armstrong
State Parks Superintendent

CHA:AJ
Encls

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

[illegible] NO. LARRABEE AVE
PORTLAND 17, OREGON

JUNE 23, 1960

Mr. C. H. Armstrong,
State Parks Superintendent
Oregon State Highway Department
Salem, Oregon

Dear Mr. Armstrong:

This will acknowledge your letter of June 20th concerning proposed development of a boat basin in the backwater of The Dalles Dam at the confluence of the Deschutes River.

Before presenting the proposal to my Principals, more information is desired on the proposed basin along the right bank of the Deschutes in the estuary that will be formed between the Railroad embankment and the proposed relocation of U. S. 30. The plan does not reflect existing conditions, the railroad embankment extends down to elevation 150 or below, which would extend the basin to the present railroad embankment. Installations along the railroad embankment are not desirable. It is also desired to know how access from shore to the basin would be accomplished. Will there be any restraints established to limit the use of the Railroad right-of-way?

The information elicited above will enable a better presentation of the matter. It will be appreciated if, when replying to this letter, you would furnish 4 additional prints of the map of the proposed development.

Yours very truly,

G. H. Baker,
Superintendent

COMMISSIONERS
M. K. McIVER CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY MEMBER
WASCO
GLENN L. JACKSON MEMBER
MEDFORD
FLOYD QUERY SECRETARY
SALEM

Planning for File.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 20, 1960

Mr. G. W. Baker
Superintendent, Union Pacific Railroad
2525 N. Larabee
Portland, Oregon

Dear Mr. Baker:

In the reconstruction of the Columbia River Highway (U.S. 30) east of The Dalles at the mouth of the Deschutes River there is an opportunity to develop a boat basin and marine type park facility between the Union Pacific main line track and the new highway location on the west side of the Deschutes as illustrated on the attached plan.

You will note that this scheme would require use of a portion of the railroad right-of-way underneath and immediately north of the west end of the railroad bridge as a means of public access. Clearance underneath the structure is planned for 12'; cars with boat trailers would be using the roadway.

Inasmuch as there has been considerable public demand for a recreational facility in this area and it can be provided along with the reconstruction of the highway at a reasonable cost, we would be pleased to have you consider this proposal and advise whether or not your company would approve of the idea with the understanding that the necessary details would be worked out at a later date, including the necessary arrangements with the Public Utilities Commission.

Very truly yours,

C. H. Armstrong
State Parks Superintendent

HCB:lg
Encl.
cc J. W. DeSouza

9

RECEIVED
SEP 21 1960
FOR FILING

I-80N-3(22)95

6286

Cross Referenced To:
Const
R/W
Public

September 13, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Celilo-Biggs Section
Columbia River Highway

Dear Sir:

In compliance with your letter of September 8, I am sending you, under separate cover, two additional sets of prints from our Drawings 83-18-17 and 83-18-17a, dated June 1960.

The existing Columbia River Highway will be continued as a service road when the new interstate route is completed. We do not intend to impose any more access restrictions on the existing highway than now exist.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

[redacted]

cc to: Mr. R. M. Brown
Mr. W. C. Williams
Mr. Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 11, 1960
The Dalles

SUBJECT: Celilo - Biggs Section
Silting at the Mouth of
the Deschutes River
633-1477

To: Mr. Tom Edwards
Construction Engineer
Salem, Oregon

Last week The Dalles Pool was lowered to elevation 155 which exposed the sand bars at the Mouth of the Deschutes River, which apparently covers a larger area then at the time this area was sounded in April 1959.

With the way the river is Silting it is questionable that the boat basin as planned between the Railroad and the Interstate Highway will be to successful, as the entrance will be silting and will need periodic dredging to keep it open. In Fact, during the time the pool is down to elevation 155 boating in the Deschutes River will be at a Stand Still. The normal pool elevation will fluctuate from 155 to 160 elevation daily during certain stages of the river and electricity demands.

Letter with
copy to Parker
attached Leo copy
to file [illegible]

REFERRED TO
Morelock

NOTED
J. E. MORELOCK

CON
R

LMS:rss

cc: Mr. [illegible]

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP285/70a(Col.R.-Fills)-17

11 August 1960

Oregon State Highway Department
Salem,
Oregon

ATTENTION: Mr. G. S. Paxson, Ass't. State Highway Engineer

Dear Mr. Paxson:

Inclosed is an undated letter from the Department of the Interior, Fish and Wildlife Service concerning the permit issued for your proposed fill from Celilo to Biggs and dredging of small boat basins at the mouth of Deschutes River.

Please coordinate your dredging operation with the Fish and Wildlife Service.

Very truly yours,

T W Ragsdale
T. W. RAGSDALE
Chief, Operations Division

Incl.
Copy of letter

RECEIVED
AUG 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1960
OFFICE OF
STATE [illegible] ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR (1-RB)
FISH AND WILDLIFE SERVICE
BUREAU OF SPORT FISHERIES AND WILDLIFE

1001 N. E. LLOYD BLVD.
P. O. BOX 3737
PORTLAND 8, OREGON

ADDRESS ONLY THE
REGIONAL DIRECTOR

PACIFIC REGION
(REGION 1)
CALIFORNIA
IDAHO
MONTANA
NEVADA
OREGON
WASHINGTON

VE

Colonel W. L. Winegar, District Engineer
Portland District, Corps of Engineers
628 Pittock Block
Portland 5, Oregon

My dear Colonel Winegar:

Reference is made to Public Notice NPPW-1.4 NPP 285/70a (Col. R. dredging) - 17, dated July 20, 1960, concerning Oregon State Highway Department's application for permit to construct a fill in Columbia River from about one mile upstream from Celilo to 0.8 miles downstream from Biggs, Oregon.

Two small boat basins would be dredged at the mouth of Deschutes River in conjunction with work at that location. It is planned to construct the fill riverward from the Union Pacific Railroad in the area flooded by The Dalles Dam pool.

We have reviewed this proposed project with the Bureau of Commercial Fisheries. We conclude that the proposed fill for relocation of the highway would not affect either resident or anadromous fish populations utilizing the project area. However, dredging proposed at the mouth of the Deschutes River for the purpose of constructing two boat basins may affect the movement of anadromous fish. To reduce siltation during dredging, it is recommended that all boat basin excavation be completed first before the basin is connected with the Deschutes River. This would prevent water from Deschutes River from flooding the excavated area and carrying silt into Columbia River.

Some of the project fill work and boat basin excavation would encroach upon lands which are in the process of assignment to the Oregon State Game Commission under a General Plan for fish and wildlife management at The Dalles Dam project. To avert possible adverse effects to fish and wildlife resources in areas that will be covered under the General Plan, we request that the Oregon State Highway Department consult with the Oregon State Game Commission prior to finalization of plans or any construction activity. Provisions to protect fish and wildlife resources in the project area in a manner acceptable to the permit applicant and to the Game Commission should be made a part of this permit.

Representatives of our Bureau will be glad to confer with your staff and members of the State agencies at your convenience.

Sincerely yours,

Chief
Division of Technical Services

RECEIVED
AUG 12 1960
FOR FILING

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6286

Salem, Oregon
August 11, 1960

Mr. Tom Edwards

I hand you herewith the original of the permit for construction of embankments in the The Dalles Pool in the Celilo-Biggs Section. This also includes a permit for the dredging of the small boat basin at the Deschutes River.

I particularly call your attention to condition (j) in the last paragraph of the permit, which says that if the work is not completed on or before December 31, 1963, the permit is void unless specifically extended. I also call your attention to condition (i), which requires that the District Engineer be notified in writing as to commencement, suspension, resumption and completion of the work.

I am not sure as to whether this work encroaches upon railroad right of way.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:se

cc to: Mr. R. L. Porter
Mr. Walter T. Wright
Mr. Dean Swift

RECEIVED
1960
FOR FILING
I-8-N-3(32)95
6286

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8, OREGON

REFERRED TO Cooper
By State Highway Engineer

August 5, 1960

District Engineer
U. S. Army Corps of Engineers
Portland District
628 Pittock Block
Portland, Oregon

Dear Sir:

This letter is in reference to Public Notice NPPKW-1.4 NPP 285/70a (Col. R. -Dredging)-17, dated July 20, 1960, concerning certain perimeter lands along the Columbia River from Celilo to Biggs, Oregon.

Since these lands are being considered for public and wildlife use by the Corps of Engineers and the various state and federal agencies, we would like more detailed plans of the Oregon State Highway Department's proposal, particularly in the area along the mouth of the Deschutes River.

I am sure we will be in a better position to evaluate the effects the project may have on public use and wildlife.

Sincerely yours,

P. W. SCHNEIDER
DIRECTOR

By Clark Walsh
Clark Walsh
Assistant Director

cc: Org. State Highway Dept.
Bur. of Sport Fisheries & Wildlife
Attn: Mr. I. B. Hazeltine

RECEIVED
AUG 9 1960
OREGON
STATE HIGHWAY COMMISSION

COPY

NOTED
FORREST COOPER

RECEIVED

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Col. R.-Dredging)-17.

20 July 1960

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has applied to the U. S. Army Engineers for a permit to construct a fill in Columbia River from about one mile upstream from Celilo to 0.8 Mile downstream from Biggs, Oregon. Two small boat basins will be dredged at the mouth of Deschutes River in conjunction with the work at that location.

It is planned to construct the fill riverward of the Union Pacific railroad in the area flooded by The Dalles Dam pool.

The proposed work is shown on a sketch on the reverse side of this notice. Detail plans for the work may be seen in this office.

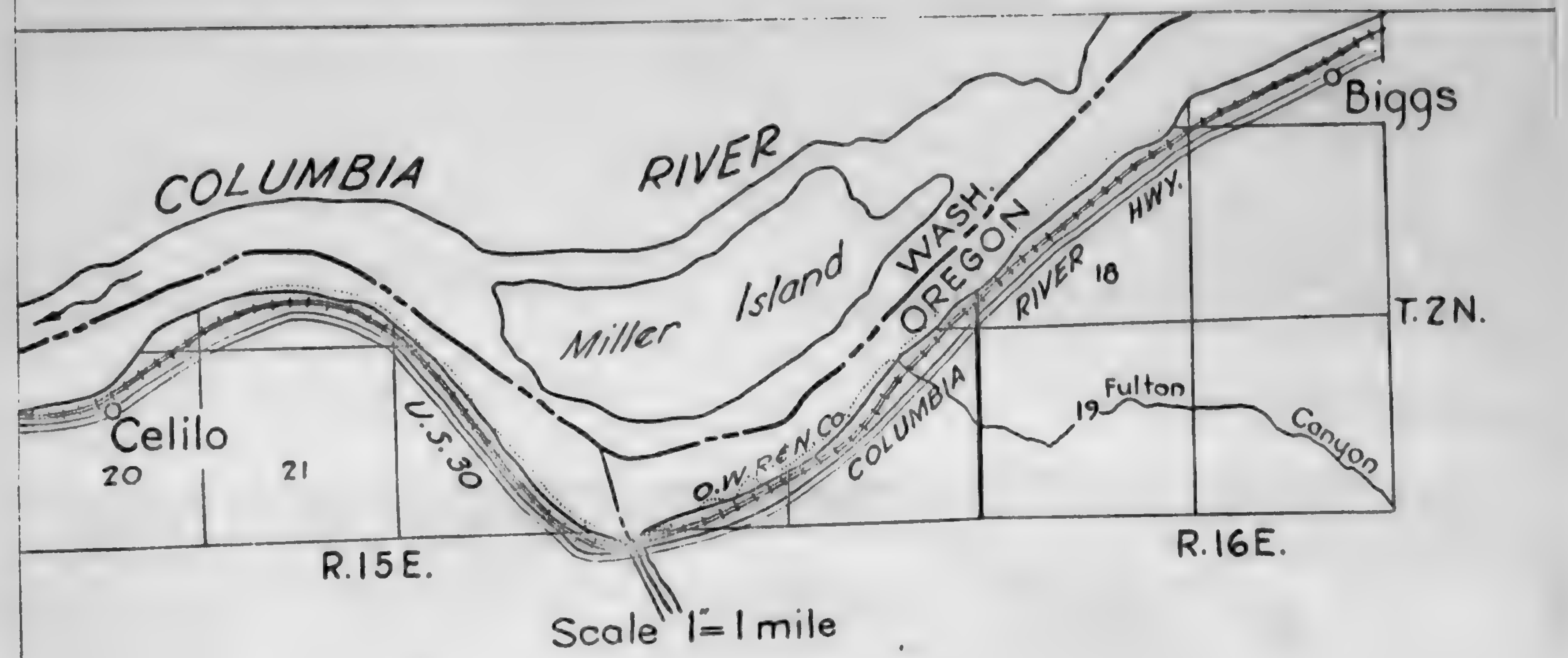
Letters concerning the effect of the work on navigation are requested from all interested parties, particularly navigation interests and state, port and other local authorities. Replies to this notice should be addressed to the District Engineer and mailed to reach this office not later than 8 August 1960.

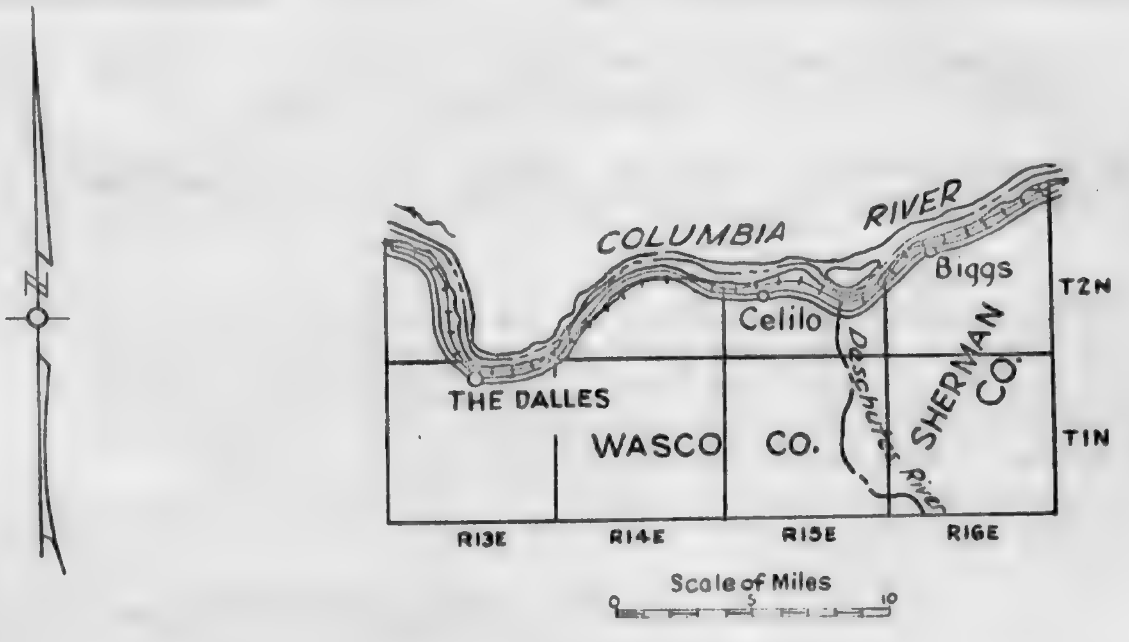
T W Ragsdale
T. W. RAGSDALE
Chief, Operations Division

RECEIVED
2 1960
OREGON
STATE HIGHWAY COMMISSION

Pdx 504

NOTED
FORREST COOPER





OREGON STATE HIGHWAY DEPARTMENT
LOCATED LINE

PROPOSED EMBANKMENTS IN COLUMBIA RIVER

CELILO – BIGGS SECTION

WASCO AND SHERMAN COUNTIES
OREGON
JULY 1960

Sheet 1 of 7

RECEIVED
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FOR FILING
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6284

Salem, Oregon
July 19, 1960

Development of boat basin
Deschutes River

Mr. C. H. Armstrong
State Parks Superintendent
OFFICE

On June 20, you handed me a letter to which was attached plans for development of a boat basin near the mouth of the Deschutes River in Wasco County east of The Dalles.

I have had this matter studied by our Construction Division and I hand you a copy of its comments.

You will doubtless recall that I discussed this matter with you and somewhat questioned the location of the boat basin due to the proximity of the Union Pacific railroad and the interstate freeway. I realize that usable areas may be scarce; however, I would suggest that thought be given to development at some other point if possible due to the difficulties and possible danger attendant upon development in the long, narrow neck of land between the railroad and the new freeway.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1960

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Reply is made to Mr. Armstrong's letter of June 20th submitting to you plans for boat basin development at the Deschutes River.

We can and have located the main line of the interstate to provide area for boat basins between the new highway and the Union Pacific Railroad. These actions are in accordance with requests from both Mr. Armstrong and Mr. Fridley.

The clearance of the existing railroad and highway bridges over normal pool is approximately 17 feet. Therefore, it would appear that the most desirable area for boat basin development would be south of the existing highway. No access will be available to the easterly basin except via crossing the Union Pacific tracks at grade.

Under existing regulations concerning borrow materials, it may be possible to get the parking area graded but this cannot be guaranteed. The same holds true for the boat basin excavation.

I would recommend, as stated before, that the park and boat basin area be developed south of the existing highway.

Tom Edwards
Construction Engineer

RECEIVED
JUL 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

TE:jw

Attach.

NOTED
FORREST COOPER

FORM E-30X 50M 2-60 26119

PLEASE RETURN TO
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1960

CONSTRUCTION DIVISION
RECEIVED
JUN 28 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

SUBJECT:

To:

Mr. W. C. Williams
State Highway Engineer
OFFICE

We have been studying the matter of recreational use and development at the mouth of the Deschutes River on The Dalles Reservoir. These studies indicate that in the reconstruction of Highway 30 (Celilo-Biggs Section) there is an opportunity to materially improve present recreation values in the construction of the new roadbed and bridge.

As you may recall the new alignment and bridge will be to the north of the railroad and present highway location creating an opportunity to develop a boat basin between them. We feel that the bridge should have adequate horizontal clearance for small boat passage and a minimum of 20' vertical clearance above normal pool elevation.

The borrow material for this section, we understand, will come from a source south of the present highway and west of the Deschutes River which if removed to the best advantage could be utilized for car parking and marine park development purposes. Attached is a sketch map upon which we have shown a borrow excavation which would utilize the site to this advantage, and also a proposed re-alignment of the county road which would be affected by this project and best fit into recreational use and development of the area.

As for the boat basin, we would like to have an area excavated between the railroad and relocated highway as shown on the attached plans, the material from which, could also be utilized for highway embankment. In connection with this proposed boat basin development, a road with 12' clearance can be provided underneath the west ends of the present highway and railroad. This would include the extension and widening of an old haul road that extends northerly only as far as the railroad and should be done at the same time that the highway embankment is placed. We will contact the Union Pacific Railroad Company for approval of the use of their right of way for this purpose; also the Public Utilities Commission.

C H Armstrong
C. H. Armstrong
State Parks Superintendent

RCD:lg
Encl.
cc J. W. DeSouza

Tom: Study & recommend.
No provision for access
on east Basin?

RECEIVED
JUL [illegible] 1960
FOR FILING

I-80N-3(22)95

6286

9

July 14, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

The Oregon State Highway Commission intends to reconstruct the existing Columbia River Highway in the area from Biggs to Celilo. This construction will lie out on the river side of the Union Pacific railroad and will involve filling in the area flooded by the The Dalles Dam Pool. It will also involve the dredging in the area between the proposed new highway and the railroad embankment for small boat basins on either side of the Deschutes River.

I am enclosing herewith one set of transparencies of seven sheets showing the general location, the detailed location and cross-sections of the proposed work. I also attach three prints from these drawings. It is requested that a permit be granted for the construction of these embankments and for the dredging of the small boat basins.

Very truly yours,

W. C. Williams
State Highway Engineer

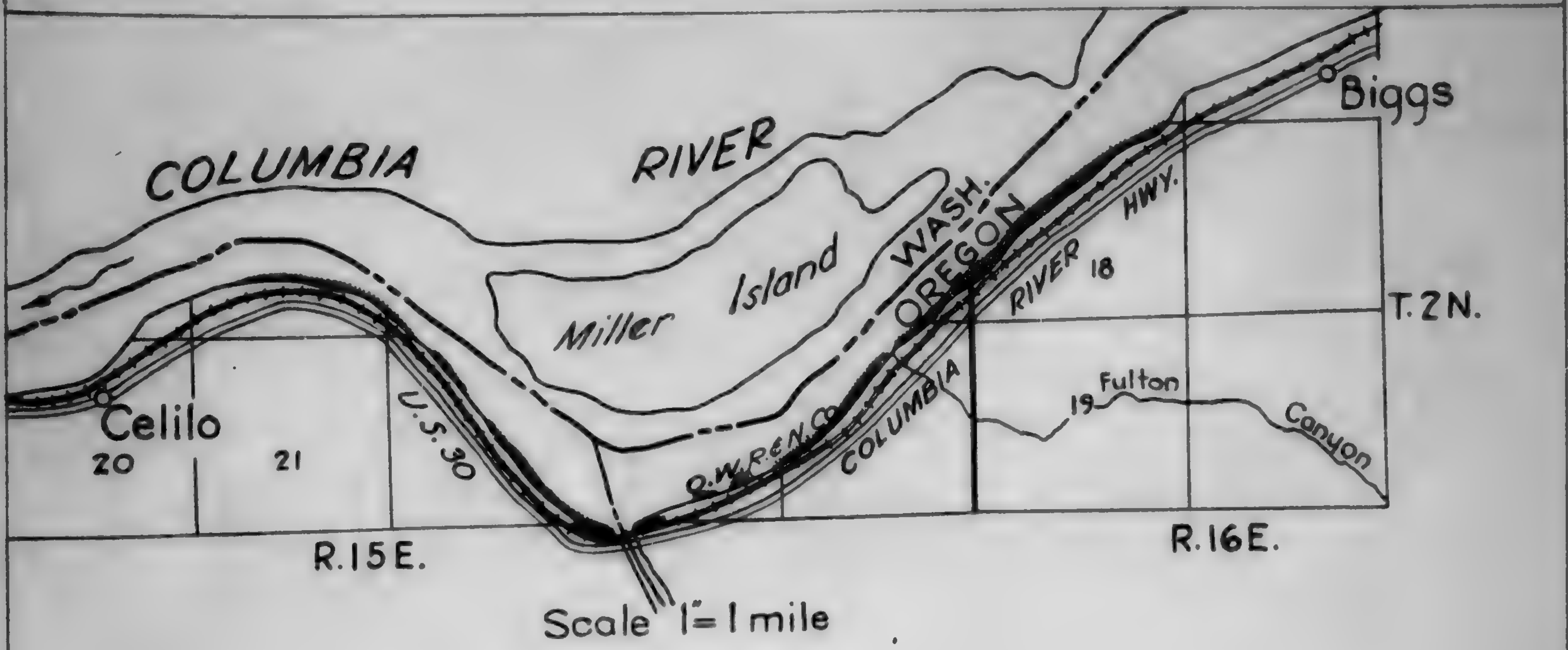
By

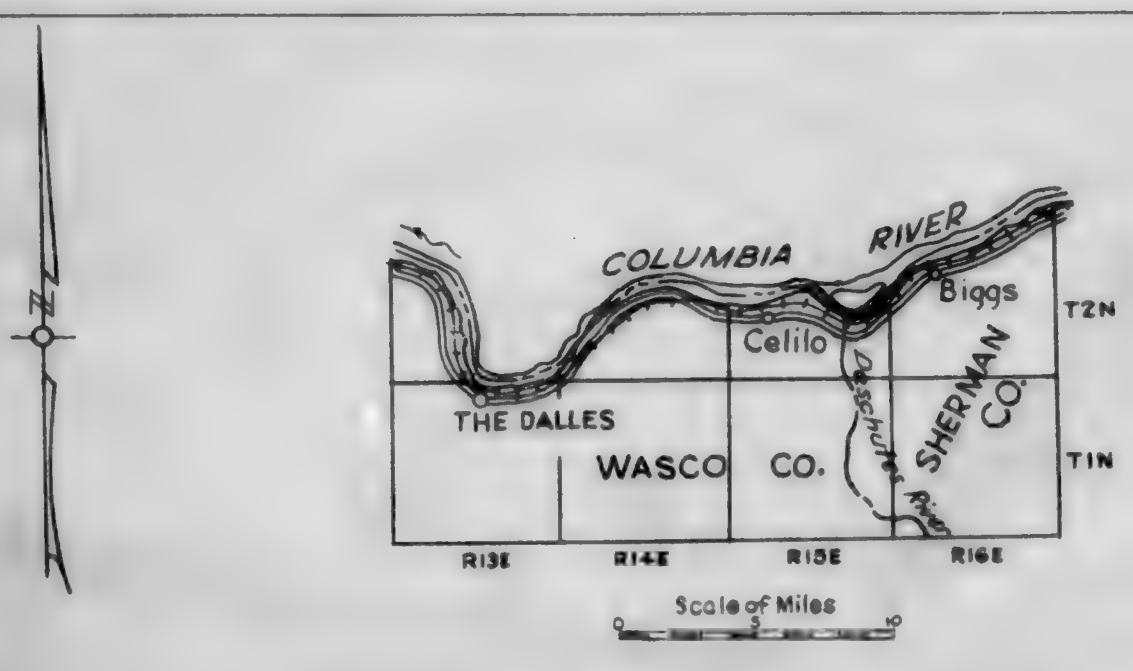
G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards





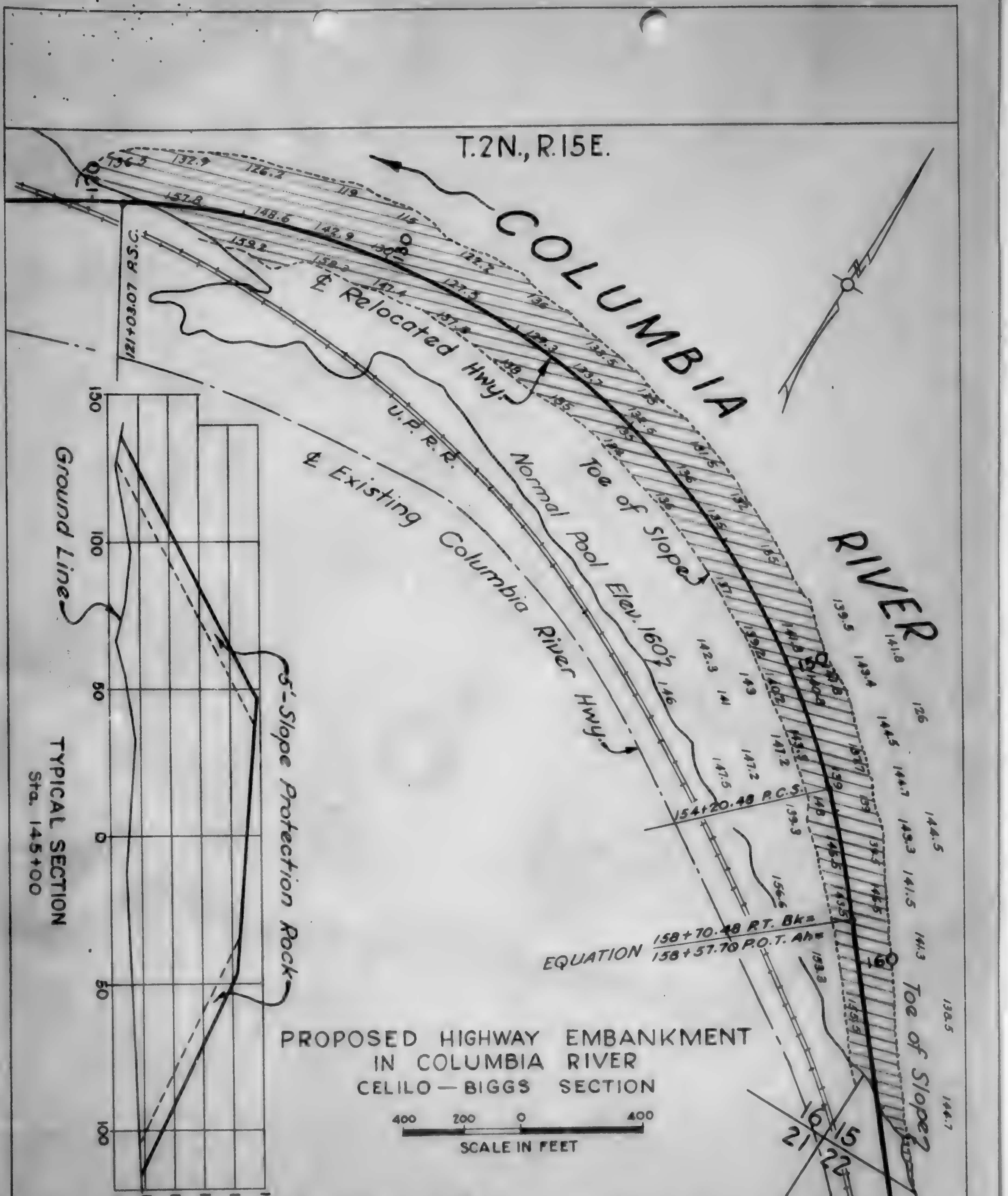
OREGON STATE HIGHWAY DEPARTMENT
LOCATED LINE

PROPOSED EMBANKMENTS IN COLUMBIA RIVER

CELILO – BIGGS SECTION

WASCO AND SHERMAN COUNTIES
OREGON
JULY 1960

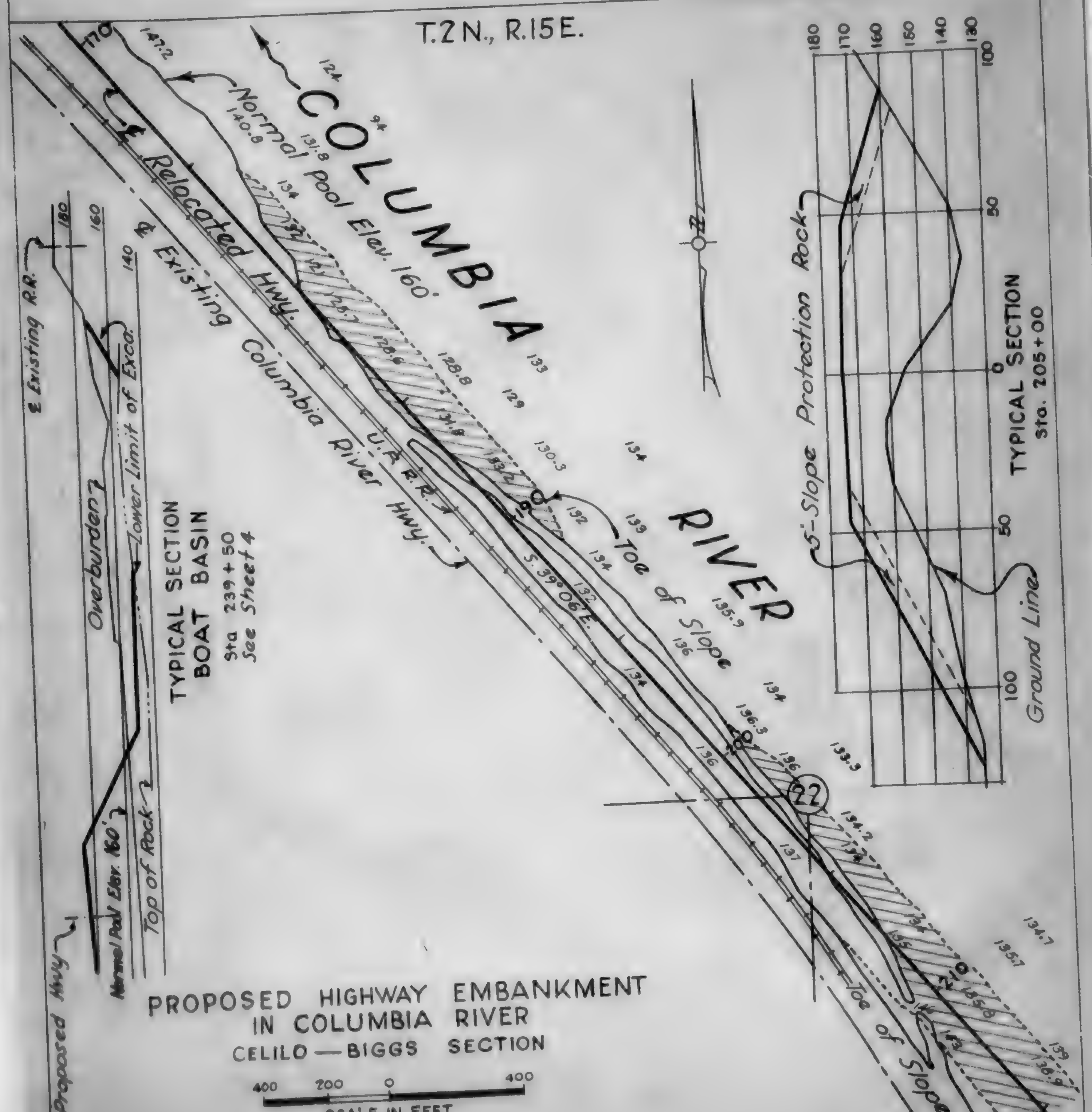
Sheet 1 of 7



PROPOSED HIGHWAY EMBANKMENT
IN COLUMBIA RIVER
CELILO — BIGGS SECTION

Soundings in feet
from O.S.H.D. data.

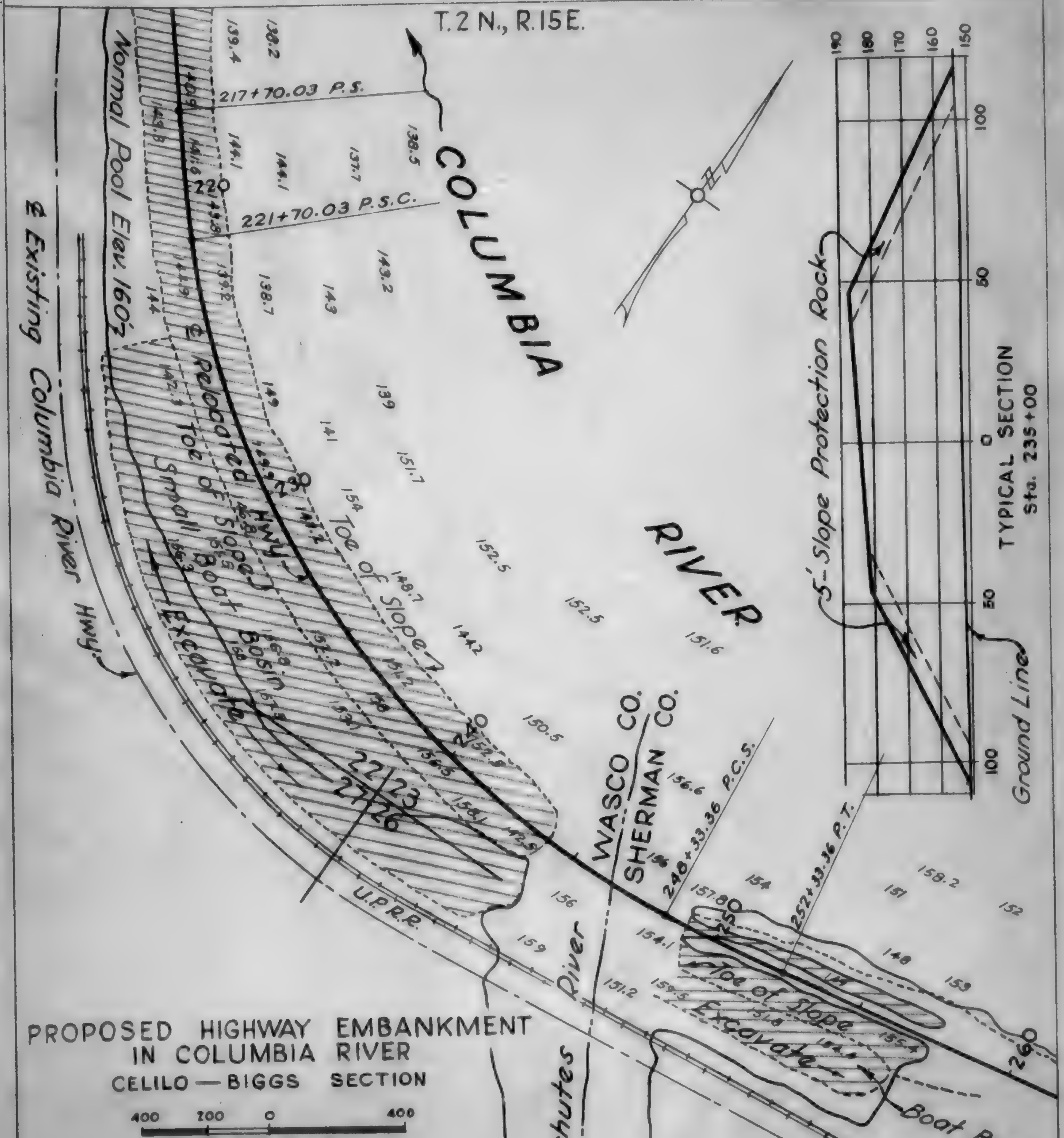
Sheet 2 of 7



PROPOSED HIGHWAY EMBANKMENT
IN COLUMBIA RIVER
CELILO — BIGGS SECTION

Soundings in feet
from O.S.H.D. data.

Sheet 3 of 7

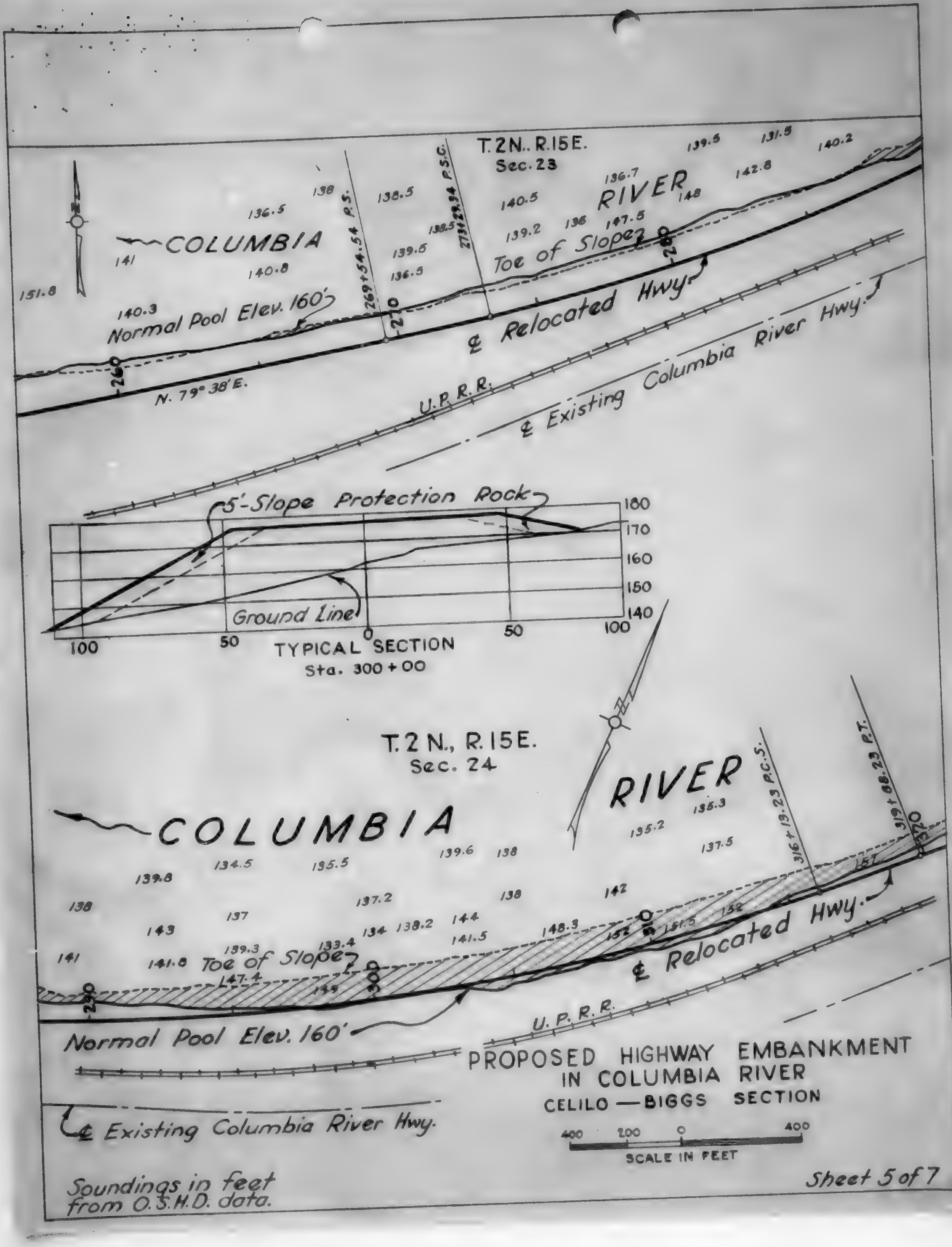


PROPOSED HIGHWAY EMBANKMENT
IN COLUMBIA RIVER
CELILO — BIGGS SECTION

400 200 0 400
SCALE IN FEET

Soundings in feet
from O.S.H.D. data.

Sheet 4 of 7

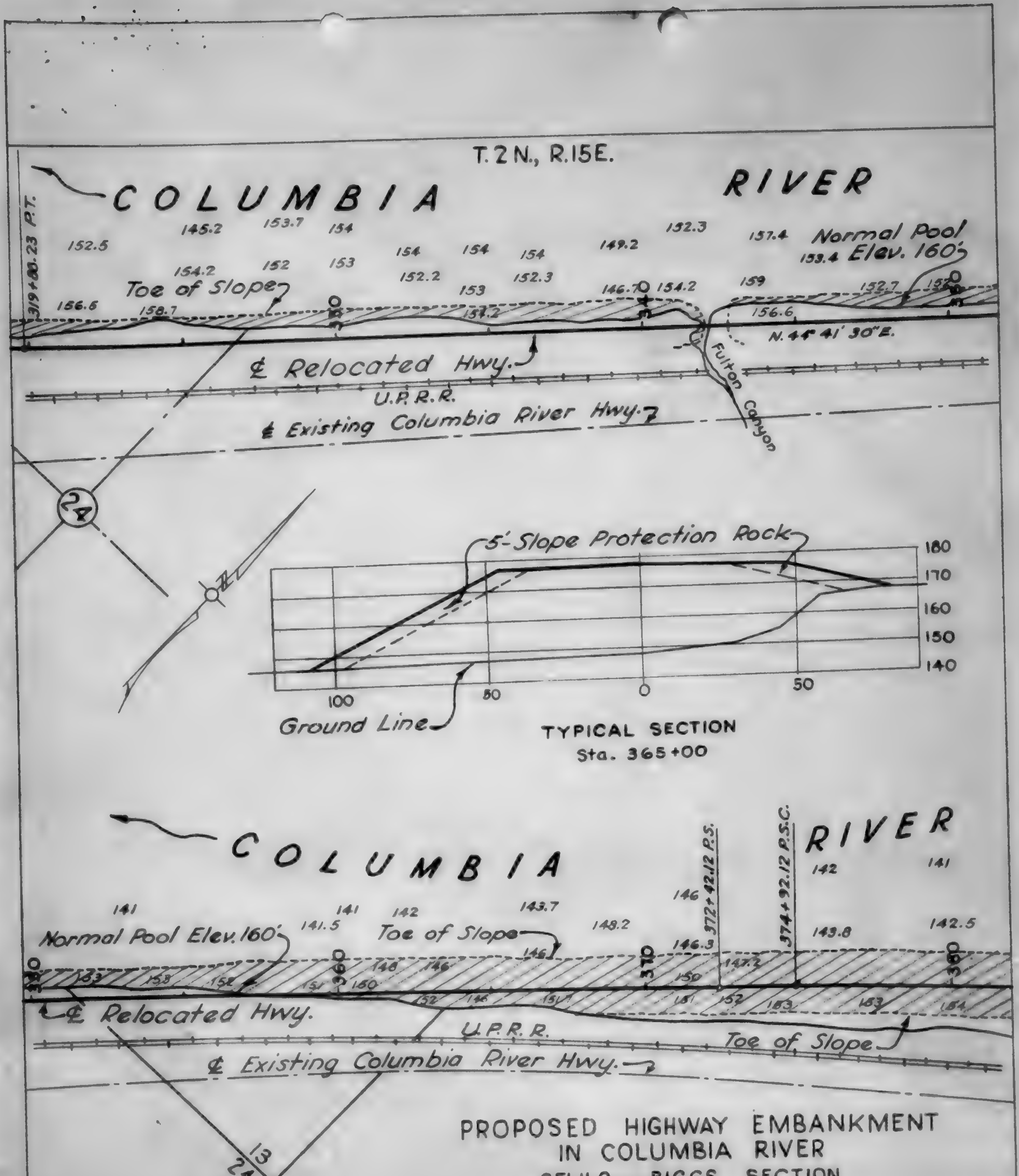


PROPOSED HIGHWAY EMBANKMENT IN COLUMBIA RIVER

CELILO — BIGGS SECTION

Soundings in feet
from O.S.H.D. data.

Sheet 5 of 7

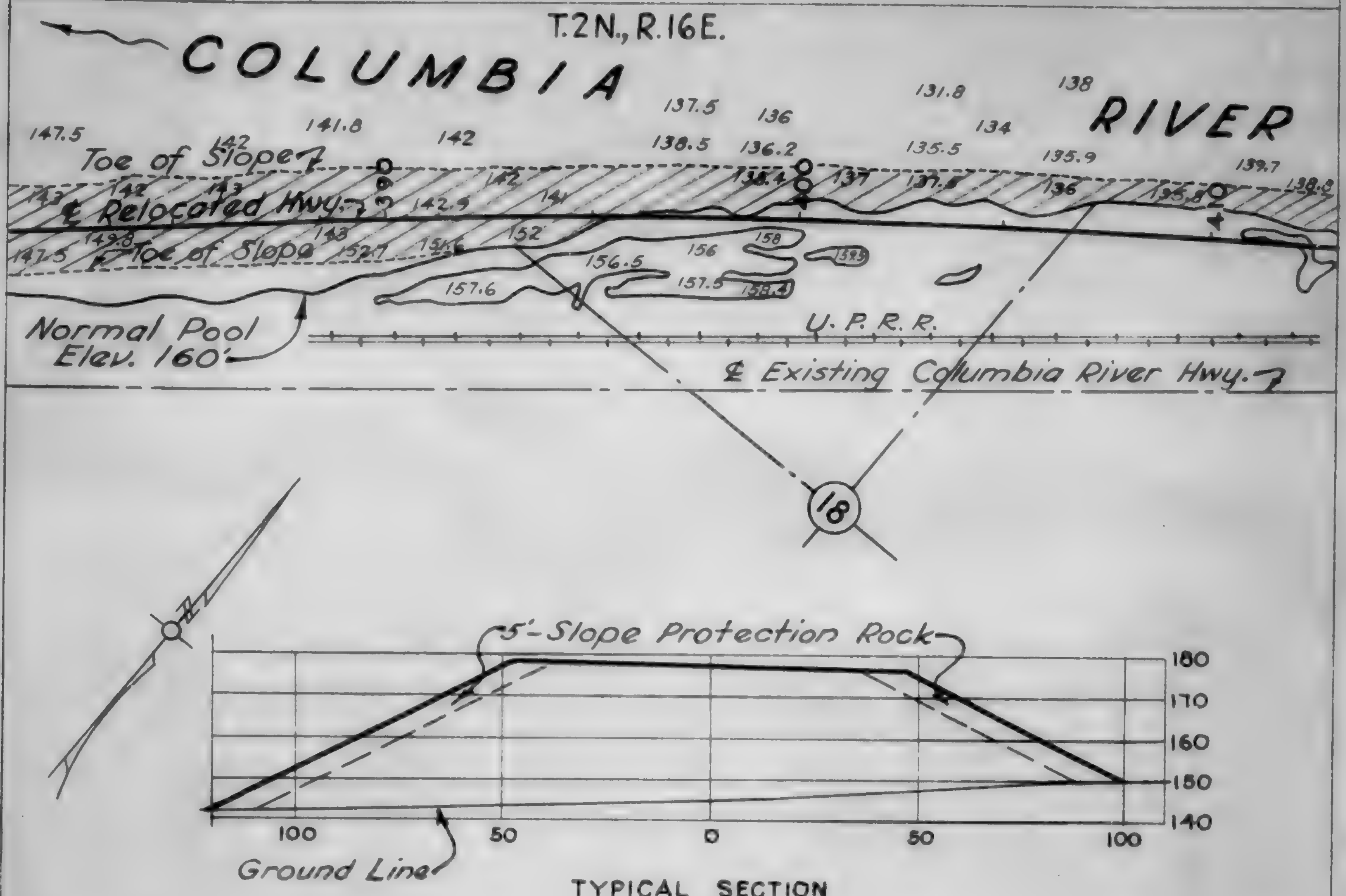


PROPOSED HIGHWAY EMBANKMENT IN COLUMBIA RIVER

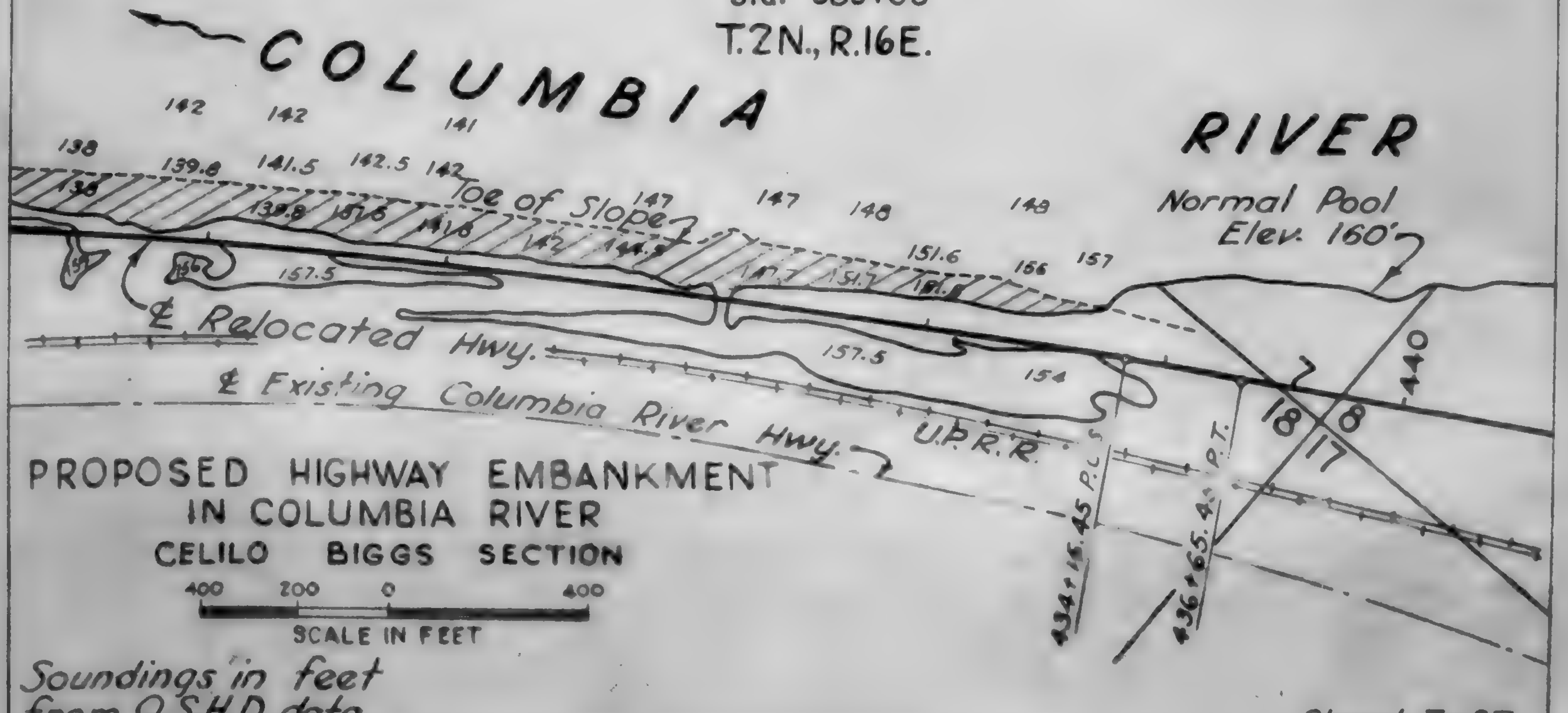
CELILO — BIGGS SECTION

Soundings in feet from O.S.H.D. data

Sheet 6 of 7



TYPICAL SECTION
Sta. 385+00



PROPOSED HIGHWAY EMBANKMENT
IN COLUMBIA RIVER
CELILO BIGGS SECTION

Soundings in feet
from O.S.H.D. data.

Sheet 7 of 7

RECEIVED
JUN 16 1960
FOR FILING

When replying, refer to:
08-35.1-DA

408 State Highway Bldg.
Salem, Oregon

June 15, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Aids to Navigation, Columbia River Highway, Interstate Route 80N

Dear Sir:

Reference is made to our letter dated June 14, 1960 concerning navigation aids.

As all direct correspondence with the Coast Guard has been through the State Highway Department, we assume that you will advise them as to the Regional Office's decision in the matter, i.e., that permission for maintenance from the highway shoulders by parking vehicles thereon should be denied and provision for such maintenance be made from off-shoulder areas, fenced and provided with locked gates.

Very truly yours,

C. G. Polk
Division Engineer

Orig
Edwards

NOTED
[illegible]

When replying, refer to
08-35.4-DA

408 State Highway Building
Salem, Oregon

June 14, 1960

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter dated May 31, 1960 concerning navigational aids constructed and maintained by the U. S. Coast Guard along the Columbia River Highway, Interstate Route 80N, beginning at M.P. 21.23 and ending at M.P. 101.93.

The matter has been referred to our Regional Office and we have been advised that permission for maintenance from the highway shoulder by parking vehicles thereon should be denied and provision for such maintenance be made from off-shoulder areas, fenced and provided with locked gates.

Very truly yours,

C. G. Polk
Division Engineer

W.C.W.

orig. Edwards

FORREST COOPER

RECEIVED
JUN - 1 1960
FOR FILING
Adm
U.S. Dist.
Coast Guard

May 31, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

A joint inspection by the Highway Department, Bureau of Public Roads and the U. S. Coast Guard of the navigational aids along the Columbia River from Corbett to the John Day River was made on April 26, 1960 for the purpose of determining which of the aids would need to be serviced from the Columbia River Highway and the types of service required. Fourteen aids were reviewed as follows (using names as supplied by the U. S. Coast Guard):

		M. P.
1.	Rooster Rock Upper Rear	21.23
2.	Cape Horn Rear	21.52
3.	Lower Range Rear	22.27
4.	Multnomah Falls Bar Range Rear	30.26
5.	Bradford Slough	39.56
6.	Bingen Range Front	65.90
7.	Bingen Range Rear	66.68
8.	Klickitat River Light	73.05
9.	Rowena Range Rear	73.60
10.	Miller Island South Channel Range 3 Rear	98.22
11.	Miller Island South Channel Range 3 Front	98.44
12.	Miller Island South Channel Range 2 Front	99.06
13.	Miller Island South Channel Range 2 Rear	99.15
14.	Hellgate Range Front	101.93

These aids require service as follows:

1. Monthly inspection of bulbs, batteries, and mechanical defects. This takes about five minutes.

2. Renew batteries at intervals from four months to a year. This requires approximately one-half hour.

3. Emergency repair in case of operational failure.

Of the fourteen aids inspected, six will need to be serviced entirely from the highway (Nos. 1, 2, 6, 7, 8, and 9) and one more (No. 3) will need to be inspected and have emergency service. The other seven could probably be served entirely from the frontage facilities and the river. Of the aids to be served from the highway, three are on the landward side with no other means of access; three others are on the river side but shear drops to the water make boat servicing impractical. The aid receiving partial service can be reached by boat in normal weather or from the highway at all times. Moving of any of the aids does not appear feasible.

The highway typical section is made up of four 12-foot lanes, 8.4-foot median and 10-foot shoulders. This section in itself will provide adequate room for emergency stops along our highway and these inspections and repairs fall in that category. Normal warning signs will be required if made necessary by equipment or activity which would interfere with normal traffic.

In view of the foregoing, your concurrence in permitting the servicing of Aids 1, 2, 6, 7, 8, 9 and partial service of Aid 3 from the highway shoulder is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Tom Edwards

ADO:fp ae

FORM E-90X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1960

To: Mr Cooper

Memo to the files

SUBJECT: Coast Guard Aids to Navigation
Columbia River
Highway 30

On April 26, 1960, an inspection trip was made along the Columbia River from the vicinity of Corbett to the John Day River, reviewing the existing and proposed aids to navigation as established and maintained by the Coast Guard.

Present on the trip were:

Representing the Coast Guard-----
Captain W. L. Goff
CHBOSN Fullington

Representing the Bureau of Public Roads-----
W. H. Schwiesow, Area Engineer
G. K. Hossner, Asst. Area Engineer

Representing the State Highway Department-----
A. D. Olson, Asst. Chief Locating Engineer

The aids reviewed are as follows (using names as supplied by Captain Goff):

		M.P.
1.	Rooster Rock Upper Rear	21.23
2.	Cape Horn Rear	21.52
3.	Lower Range Rear	22.27
4.	Multnomah Falls Bar Range Rear	30.26
5.	Bradford Slough	39.56
6.	Bingen Range Front (to be constructed)	65.90 65.90
7.	Bingen Range Rear (to be constructed)	66.68
8.	Klickitat River Light	73.05
9.	Rowena Range Rear	73.60
10.	Miller Island South Channel Range 3 Rear	98.22
11.	" " " " " 3 Front	98.44
12.	" " " " " 2 Front	99.06
13.	" " " " " 2 Rear	99.15
14.	Hellgate Range Front	101.93

(There are many others along this section of river which are not in question as to service.)

There are three types of service anticipated on the aids---

(1) Renew batteries at intervals from 4 months to a year. This takes approximately ½ hour.

(2) Monthly inspections of bulbs, batteries and for mechanical defects. Takes about 5 minutes.

(3) Emergency repair in case of operational failure.

The inspection was made to determine which of these services would have to be performed from the highway and what measures would be necessary or desirable to protect the motoring public and the people doing the servicing.

Aids (1) and (2) are on the south side of our highway with no other means of access. All services would be performed from the highway shoulder. Some shoulder widening could be done to pull the servicing vehicles further from the traveled lanes.

Aid (3) is to the north of the highway--normally serviced by boat. Only emergency attention and inspections would be needed from the road. Here again the shoulder could be widened, however existing guardrail would have to be provided with a removable section and parking area built outside of guardrail. Existing section is on a fairly flat sloped fill and this work would not seem warranted for the little anticipated use.

Aid (4) is to the south of the highway and across the railroad. It would be served from the old highway which is used as a frontage road.

Aid (5) is to the north of the highway and across the railroad. This is in an area where highway reconstruction is planned in the near future. An interchange for the Eagle Creek Hatchery and Overlook Picnic Area could provide access. Normal service could be from the water.

Aids (6) and (7) are to be on "day lighted" sections on the north side of the highway but sheer drop to the river would make servicing from the water impractical. A removable section in the guardrail could be provided which would allow vehicles off the shoulders and on to the existing "day lighted" areas. (These areas have been cut off by guardrail to prohibit parking along the highway by fishermen and others.) The alternate to this would be to allow the servicing vehicles to park on the existing 10 foot shoulder.

Aid (8) is on the north side of the highway, across the railroad, but sheer drop to river would make water servicing impossible. In this section the highway and railroad are too close together to allow any widening of the shoulder on the riverside so that servicing vehicles must park on the existing 10 foot shoulder or on the south side of the highway where ample room exists in a fall out section. This, of course, would make crossing of 4 lanes of traffic necessary.

Aid (9) is on the south side of the highway, almost on the shoulder. All servicing would be from the highway. The shoulder could be widened for parking.

Aid (10) is south of the existing highway which will be used as a frontage road when this section is reconstructed. The aid would be served from this frontage road.

Aids (11) and (12) are on the north or river side of the proposed new construction and could normally be serviced from the river. A proposed frontage road and an abandoned railroad grade could also provide access.

Aid (13) is south of the existing highway and will be served from it as is aid (10).

Aid (14) is on the north or river side of the proposed new construction. It could normally be served from the water or from the abandoned railroad grade.

It is anticipated that the remainder of the aids upstream along the Interstate Highway will be moved by the construction of the John Day Dam.

Of the 14 aids inspected 6 will need to be served entirely from the Highway (1,2,6,7,8, and 9), one more will probably receive inspection and emergency service (3) and the other seven aids could probably be served entirely from frontage facilities and the water.

In any event, the typical roadbed section in all of these areas has, or will have, four 12-foot lanes with 10-foot shoulders and some type of median. This, in itself, should provide adequate room for the servicing equipment to stop without interfering with traffic. If it is deemed necessary some shoulder widening is possible at three of the locations, removable guardrail could be utilized at three others but the remaining one would necessitate parking on the shoulder or walking across the 4 lanes of traffic. Advanced warning signs should be required for all but the 5 minute inspections and on them if the equipment used would interfere with the normal use of the adjoining traffic lanes.

A.D.Olson

A. D. Olson
Asst. Chief Locating Engineer

ADO:jk

RECEIVED

Adm
U. S. Gov't
Navig

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
April 18, 1960

SUBJECT:

To:

MEMO TO THE FILES

A meeting was held on Monday, April 18, 1960, at 2 PM, in Mr. Tom Edwards' office, between representatives of the U. S. Coast Guard, the Oregon State Highway Department, and the Bureau of Public Roads, for the purpose of determining the proper course of action to resolve any conflict of interest and arrive at a mutual understanding regarding the construction and operation of aids to navigation for the Columbia River Channel along Highway US 30.

Those present were:

Representing the U. S. Coast Guard:

Capt. Wayne Leroy Goff, U.S.C.G.
Chief, Aids to Navigation Section.

Representing the Oregon State Highway Department:

Mr. Hill Young, Asst. Construction Engineer
Mr. D. J. Barbee, Asst. Construction Engineer
Mr. Jack A. Rowland, Construction Planning Engineer

Representing the Bureau of Public Roads:

Mr. Edward H. Cowan, District Engineer
Mr. W. H. Schwiesow, Area Engineer.

In the absence of Mr. Tom Edwards, Mr. Hill Young conducted the meeting.

WCW

Captain Goff explained that it is necessary for the Coast Guard to perform three types of services to the navigational aids:

(1) Renew the batteries at intervals between four months and one year, depending on the power of the light and the strength of the particular batteries.

(2) About once each month it is necessary to inspect each navigational aid for light bulb failures and any other mechanical defect which may develop.

Copy to Cooper

KB—l

(3) In the case of operational failure, to get the navigational aid back into operation as soon as possible on an emergency basis. When a navigational aid has failed there is not time to haul a boat and trailer to a launching site, navigating the boat to a point opposite the aid and possibly climb a steep bank to reach it. This problem is further complicated by the long reaches of open water which become rough enough at times to make small boat navigation impossible.

Captain Goff explained that the Coast Guard is willing to do anything reasonable to safeguard traffic when servicing these aids from the highway. Mr. Cowan stated that the vehicle should park off the shoulder if possible and the aid should be constructed at least 30 feet off the highway shoulder. Captain Goff stated that between Vancouver and The Dalles there are thirteen navigational aids where a possible servicing conflict exists. He estimated that a comparable number would be eventually in service above The Dalles along the Columbia River Highway. He stated that new aids will be installed above the John Day Dam just before the pool elevation is raised in 1967. The aids necessary to mark the 27-foot channel below the Bonneville Dam are practically complete.

Discussion took place on the importance of barge traffic on the Columbia River. It was stated that at the present time there are one and a half million tons a year of barge and log raft traffic passing through Bonneville locks. The present barge traffic at The Dalles Dam is one and a third million tons a year. The river traffic is increasing at the rate of 10% a year.

When the John Day Dam is completed, the barge time from Pasco to Vancouver will be cut in half. Next year fifty miles of the Snake River will be open to barges. The main commodities hauled are grain, petroleum and fertilizer.

my my

Mr. Cowan stated that he will send the problem to the Washington office. It appeared to him that some type of access would have to be granted. The possibility of direct contact with the Bureau of Public Roads in Washington by the Coast Guard was discussed. Capt. Goff stated he is in agreement with proceeding along the lines suggested by Mr. Cowan. If it is not possible to reach a satisfactory agreement, it might be necessary for the Washington office of the Coast Guard to contact the Washington office of the Bureau of Public Roads.

It was agreed that on Tuesday, April 26th, an on-the-ground inspection will be made by the following representatives:

Representing the Coast Guard: Captain Goff and a man
stationed at Vancouver.

Representing the Highway Department:

Adrian Olson, Asst. Chief Locating Engineer

Representing the Bureau of Public Roads:

Edward H. Cowan, District Engineer
W. H. Schwiesow, Area Engineer.

The tour will start at Rooster Rock State Park at 10 AM.

Jack A. Rowland
Jack A. Rowland

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

APR 8 1960

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Highway Department
Salem, Oregon

RECEIVED
APR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir:

Reference is made to your letter dated 17 February 1960 concerning sites for six Coast Guard aids to navigation adjacent to Highway U. S. 30, between Bonneville and The Dalles, Oregon.

As a result of your letter Chief Ships Clerk H. G. Welchert, USCG, Contracting Officer, 13th Coast Guard District, and Mr. J. E. Shields, a civilian engineer from this office, conferred with your Messrs. Barbee and Olson. It was determined that one of the aids could be relocated to a submarine site and that one of the aids was not on Highway Department property. Leases T 13 cg-2776, 2777 and 2778 covering the remaining four sites were executed by your office and transmitted by letter dated 27 March 1960 by Mr. D. H. Moehring, Assistant Right-of-way Engineer. The terms of these leases provide that "Maintenance and servicing of the aids will all be done by water." The nature of these sites; their easy access from the highway; and the loss of time and difficulty in servicing the aids from the water makes them a part of the larger problem cited in your letter of 17 February.

In accordance with your request, I am enclosing three sets of charts covering the area between Vancouver, Washington and John Day dam site, showing Coast Guard aids to navigation, present and proposed. One set of these charts has photos of some existing aids which must be serviced from Highway U. S. 30.

I have recently inspected the Coast Guard aids to navigation system in the Columbia River, above Vancouver, Washington and it appears obvious that the Coast Guard must service and maintain many of its aids from Highway U. S. 30. It is therefore requested that a meeting be arranged between a representative of your office, Mr. C. G. Polk, Division Engineer, U. S. Bureau of Public Roads and myself at the earliest possible date, to discuss this matter; arrive at an area of mutual understanding; and decide on the proper course of action to resolve any conflict of interest. If it is agreeable to you, I can be in Salem at 9:00 A. M., Monday, April 18th, 1960, for such a meeting.

Please advise me in the premises.

Sincerely yours

W. L. GOFF, CAPT, USCG
Chief, aids to Navigation Section
By direction of the District Commander

RECEIVED
APR 11 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
B 21 1960

FOR FILING
Adm
U.S. Gov't
Navy

February 17, 1960

Commander
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

Dear Sir:

Reference is made to your letter of December 29, 1959 regarding the leasing of six plots of ground from the Highway Department for the operation of aids to navigation for the Columbia River Channel.

In the course of our processing the proposed leases, the Bureau of Public Roads became aware of the matter and is now requesting that a complete study of the situation be made. We quote from a letter dated January 13, 1960, written by Mr. C. G. Polk, Division Engineer, Bureau of Public Roads:

"Although only six sites are mentioned in the instant case, it is quite probable that other present or proposed locations are involved including those on private and/or United States Government-owned lands. If these additionally considered Aids to Navigation are to be constructed, reconstructed, operated or maintained with the intent that access for the various operations will be from the Interstate Highway, these facts should be known at the earliest possible date so that the problems connected therewith may be promptly resolved.

"It is therefore suggested that, before acting on the Coast Guard's request, you request copies of appropriate charts or maps showing locations of the Aids, existing and planned, along the whole stretch of the Columbia River where conflict exists, or could exist, between service requirements of the installations and controlled access principles.

"It may be customary for the Coast Guard to service such facilities from its vessels operating on the Columbia River which would of course obviate conflict if all installations were located on the River side of the Interstate Highway. This information should be elicited as well as any other pertinent facts.

"The dimensions of the problems are so large that it is quite likely that other levels of the Bureau of Public Roads will need to be consulted. If extra copies of maps and other data can be obtained for their use, action will be thereby expedited."

It appears that it will be necessary to eliminate any direct access to the Columbia River Highway. It is hoped that satisfactory arrangements can be made for serving all of these points from proposed interchanges or from vessels operating on the Columbia River.

It would be appreciated if you would assemble the requested charts or maps along with a statement showing the access used for each installation. It is our understanding that the Corps of Engineers is vitally interested in this problem and possibly could assist in preparation of the material. Three copies should be presented to us. The area covered should extend from Troutdale to the Boardman junction between the Columbia River and the Old Oregon Trail Highways.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. C. G. Polk

Mr. Forrest Cooper
Mr. Tom Edwards

JAR:ep ae

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13th COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

1
L4-3
29 December 1959

REFERRED TO
Stephenson

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

Bonneville Pool main channel is being re-aligned as part of a continuing program to improve Aids to Navigation on the Columbia River. New range structures and other aids are to be installed, six (6) that should be located on your property to provide the necessary service to vessels.

Enclosed is a standard lease form for your approval. This form is utilized for leasing the plots of ground on which the Coast Guard aids are located. If the form is satisfactory please sign all six (6) copies, with witness signature and address, in the spaces provided, marked and return them to this office for final execution by the Government. A fully executed copy will be returned for your information and files.

Sincerely yours,

H. G. WELCHERT, CHSPCK W-3, USCG
Contracting Officer
By direction of Commander,
13th Coast Guard District

Encl: Proposed lease

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 31 1959
OREGON
STATE HIGHWAY COMM

34-1027 Nehalem River-Sunset Tunnel 1963
Sec., Sunset Hwy. (Paving)
#6237

RECEIVED
NOV 19 1963

FOR FILING

6287

November 18, 1963

General Insurance Co. of America
Portland Service Office
[illegible] 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6287 awarded to Morse Bros. Inc., for paving the Nehalem River-Sunset Tunnel Section of Sunset Highway in Washington County was completed on August 2, 1963, and accepted by the Highway Commission on August 29, 1963.

Final payment, in the amount of $2,074.51 will be released to the contractor after November 25, 1963. The total contract amount is $69,843.90 including $673.49 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Bros. Inc.,
P. O. Box 266
Lebanon, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
OCT 21 1963

LEBANON SAND & GRAVEL CO. - MORSE BROS.

READY MIX CONCRETE
ASPHALT PAVING

EAST GRANT STREET • PHONE 258-3111 • P. O. BOX 266
LEBANON, OREGON

October 17, 1963

Lake City Contractors, Inc.
3215 N.E. 123 rd.
Seattle, Washington

Gentlemen:

Notice is hereby given that we are submitting a claim in the amount of $5,300.10 to cover the charge for rock removed from our stockpile on the Sunset Highway near Buxton, Oregon. This charge represents the amount due us for 1170 cu. yds. of crushed aggregate at $4.53 per cu. yd.

The stockpile that this rock was removed from was for use by us on our Oregon State Highway Contract #6237 and was removed without our permission.

The removal of this rock without permission is certainly not the proper way of doing business. We have been in the construction business for several years throughout the state, dealing with various contractors and this is the first experience we have had of this type.

A representative of your company called our Lebanon office requesting permission to buy rock from us for use on a job you had with Acme Construction. This contract was with the State of Oregon for asphalt paving on another section of the Sunset Highway and covered by United Pacific Insurance Co. bond #122609.

It was our understanding that you were running short on rock and rather than move your crusher back to the site you wished to purchase the additional rock needed to complete the job from us. We advised him that before doing so, he must contact Mr. Forrest Morse to obtain permission to remove the rock, also, if we agreed to let you purchase the rock, there must be a state inspector at the site to make an accurate record of all rock taken from the stockpile.

Since neither of these requirements were met we have no alternative except to charge you for the entire amount of crushed rock that we were short. This shortage is based on actual truck measurements of rock purchased as compared to the amount needed to complete our project.

TED
FL UERY

We have paid for this material in full and now we expect you to meet your obligation to us by sending your payment in full immediately.

Very truly yours,

MORSE BROTHERS INC.

R. H. Bellinger
Office Manager

RB:mo

cc: Floyd Query
Sec. - Oregon State Highway Comm.
Salem, Oregon

United Pacific Insurance Co.
415 S.W. 10th
Portland 5, Oregon

Acme Construction Co.
P. O. Box 715
Redmond, Washington

RECEIVED
OCT 18 196
OREGON
STATE HIGHWAY COMMISSION

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 28, 1963

Section Nehalem River - Sunset Tunnel

Kind of work Paving

Highway Sunset County Washington

Section prefix 34 - 1027

Contractor Morse Bros., Inc.

Contract number 6287

Date of contract June 10, 1963

Specified work days 45

Date work started June 25, 1963

Work days used 22

Project authorization $78,619.50

Exclusive of engineering $73,028.78

Per cent of time elapsed 48.9 %

Estimated cost of completed project, exclusive of engineering $71,060/10

Estimated per cent XXXXXXXr underrun 2.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $5,590.72

Engineering cost to date $6,500, 116.3 %

Date project was completed August 2, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semifinal estimate was sent to the division office on Wednesday of this week.

F * I * N * I*

SEP 30 1963

Signed Paul E. Nilson
James W. Cochell

Address P.O. Box 282, Beaverton, Oregon 97005

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 11 1963
FOR FILING

1377

9

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6287 for the following project:

Paving the Nehalem River-Sunset Tunnel Section of the Sunset Highway in Washington County.

This award was based on your low bid of $69,134.00 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
APR 11 1963
FOR FILING

34-1027

6287

Salem, Oregon
April 3, 1963

Mr. R. L. Porter
Deputy State Highway Engineer
Office

Division Engineer Al Johnson was in Barbee's office April 2 and brought up a matter involving Items 19 and 20 of the June 4 Schedule of Contract Lettings.

Johnson states that Item 19, Nehalem River-Sunset Tunnel Section, Sunset Highway paving, is underestimated and should be $91,000 instead of $75,000. Apparently this arose from some slip in the calculation of the mileage involved.

Also, according to Johnson, paving aggregate for Item 20, Nehalem Highway paving in two locations in Vernonia, is going to be unnecessarily high if obtained in the small amount needed for this project. It would be more economical to combine this with a maintenance rock production job next year.

He suggests deleting the paving in Item 20 and applying part of that anticipated cost to Item 19. This presumably would leave $59,000 in the Item 20 account. This, or part of this amount, Johnson proposes to throw into an extension of the Sunset Highway, Item 19. This would resurface the Sunset to a point near the end of a proposed climbing lane project.

Johnson feels that he can live with the Vernonia people if their resurfacing is postponed one season and believes he can accomplish some much needed widening on that section before next year; this to be done with maintenance forces.

If you concur in my thinking on this matter, the change in projects will be made as outlined. I do not know how to handle such a matter as regards the Commission. If you will advise me on this, I will be very indebted to you.

Lloyd P. Shaw
Assistant State Highway Engineer

concurred verbally

LPS:ajw

35-8311 Clarno-Fossil Rock Prod. Proj., 1963
Shaniko-Fossil Hwy.

#6288

RECEIVED
NOV 19 1963

November 19, 1963

Great American Insurance Co.,
Wells-Rood-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On October 30, 1963, we wrote to you concerning release of final payment on contract #6288, awarded to E. H. Itschner Co., for the Clarno-Fossil Rock Production Project on the Shaniko-Fossil Secondary Highway in Wheeler County.

Final payment on this contract is $830.90 and the total contract amount is $27,696.77. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: E. H. Itschner Co.,
P. O. Box 31
Molalla, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 30 1963

FOR FILING

October 29, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 7 on Contract No. 6288. The contract was with E. H. Itschner Company and was for rock production on the Clarno-Fossil Section of the Shaniko-Fossil Highway in Wheeler County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 28, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw hlb

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:
WEEK ENDING: October25, 1963
SECTION: Clarno-Fossil
SECTION PREFIX: 35-8311
HIGHWAY: Shaniko-Fossil
COUNTY: Wheeler
NAME OF JOB: Clarno-Fossil
KIND OF WORK: Rock Production
CONTRACTOR: E. H. Itschner Co.
CONTRACT NUMBER: 6288
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6/10/63
DATE WORK STARTED: 7/23/63
ESTIMATED COMPLETION DATE: October 7, 1963
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: 60
WORK DAYS USED: 68
PERCENT OF TIME ELAPSED: 113
PROJECT AUTHORIZATION: $30937.50
ENGINEERING AUTHORIZATION: $2200
EXCLUSIVE OF ENGINEERING: $28338.25
ENGINEERING COST TO DATE: $1541
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $28338.25
PERCENT OF AUTHORIZATION: 70 %
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3.1%
DATE PROJECT WAS COMPLETED: October 7, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				10000	
TOTAL QUANTITIES CORRECTED TO DATE				10275	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				10275	
AVERAGE DAILY QUANTITIES				0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				Done	
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cloudy		Job Done
TUESDAY	Rain		
WEDNESDAY	Fair		
THURSDAY	Cloudy		
FRIDAY	Fair		
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
OCT 28 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work during week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status--Job completed

Semi-final Estimate mailed to Division Office

SIGNED Loren [illegible]

ADDRESS

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUN 11 1963
FOR FILING

6288

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 10, 1963

E. H. Itschner Co.,
Route 3, Box 48
Molalla
Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, awarded to you State Highway Contract No. 6288, for the following project:

Clarno-Fossil Rock Production Project
on the Shaniko-Fossil Secondary Highway
in Wheeler County.

This award was based on your low bid of $27,500.00 which was submitted to the Commission on June 4, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

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.)+.

LAG    MCE    190    1-24-63    3:27PM

C D CANNON

RE UR TT 151 THIS PM

MR EDWARDS APPROVES REQUEST TO RENT 2 D-8 CATS AT RATES OF $26.23 AND
$26.98, FULLY OPERATED, EQUIPPED AS DESCRIBED, FOR FOSSIL-CLARNO
PROJECT.

JPHN PHILLIPS
ML
)+.
```

13.70 ow
4.95
4.15
22.80
.81
3.65
26.73

13.70
8.35 - scraper
4.15
.68
26.88

MCE LAG 151 1-24-63 2:50 A PM

I A DEFRANCE

WE HAVE NOW IN THE DIVISWMN OFFICEM , RENTAL INFORMATION ON EQUIPMENT FORMS SIGNED BY ARCHIE B ZUMWALT, PARTNER OF ACCESS CONSTRCTION, OREGON DTD. , ROSEBURG, THIS CALLS FOR HOURLY RENTAL OF MODEL 14-A CATERPILLAR D-8 CRAWLER TRACTOR, 155 HP EQUIPPED WITH HYDRAULIC RIPPER. RENTAL RATE $26.23 PER HOUR, FULLY OPERATED. NO MOVING-IN COSTS. ALSO, ONE MODEL 13-A D-8 CAT CRAWLER TRACTOR, 150 HP. ATTACHMENT CAT SCRAPER MODEL 80, 18 CUBIC YARD CAP. RENTAL RATE $26.98 PER HOUR, FULLY OPERATED. NO MOVING-IN COSTS.

WOULD LIKE TO RENT THIS EQUIPMENT FOR A PERIOD OF 24 SHIFTS. REQUEST TT APPROVAL THIS DATE IN ORDER THAT THE OWNER CAN GET EQUIPMENT READY TO GO BY NEXT MONDAY. MIGHT ALSO MENTION THAT THE ABOVE RENTAL RATES INCLUDE SUPERVISION BY THE PARTNER OF THE COMPANY.

EQUIPMENT RENTAL FORMS IN MAIL TODAY. EQUIPMENT IS FOR USE ON THE FOSSIL-CLARNO PROJET, SHANIKO-FOSSIL HIGHWAY.

C D CANNON
IF

--.

330-1720 Hermiston (W. Jennie Ave.) 1963
Sec. of City St. (Grad. & Pav.)
#6289

[illegible] Street -Fund 117

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6289 Prefix 330-1720 Survey Prefix 330-1455

Street West Jennie Avenue

City Hermiston

Payments to Contractor	$ 20,214.75
Engineering and Contingencies........................	3,129.36
Survey...	1,436.71
TOTAL.............	$ 24,780.82
Agreed State Share	20,000.00
Agreed City Share	$ 4,780.82
City Advance Deposit	$ 7,580.00
REFUND DUE CITY	$ 2,799.18

Reference: Outside Billing CC 848

RU:mm

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85941

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-11-65	CC 964		330-1720-295

NOTED
H. S. COX

City of Hermiston
City Hall
Hermiston, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON HARWELL

Att: L.T. Harper, City Manager

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Additional Billing: Engineering charges in the amount of $43.34 made after the final billing of March 23, 1964 (Invoice #81221) on the Special City Allotment project on West Jennie Avenue. See attached letters.			
Balance due from city			43.34

NOTED
RICHARD UNREIN

RECEIVED
OCT 12
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By________________________________

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

October 6, 1965

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Mr. Richard Unrein, Field Engineer
State Highway Department
Salem, Oregon 97310

Re: Your letter 9-27-65
West Jennie Project
1963

Dear Sir:

We apologetically admit we surely did overlook the bill for $43.34. The check is inclosed herewith.

Yours very truly,

Mathilda Russell

Mathilda Russell
City Recorder

mr

RECEIVED
OCT - 8 1965
ENGINEER
COUNTY & CITY DIVISION

1963 SCA

NOTED
R. H. PRANGE

September 27, 1965

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon

Dear Mr. Harper:

In tabulating the final costs of Special City Allotment projects approved for construction with 1963 funds, we note that an amount of $43.34 made payable to the State Highway Commission from the City of Hermiston would appear to be proper as part of the costs of the West Jennie Avenue paving project which are in excess of the $20,000 paid by the State Highway Commission. These charges by Union Pacific Railroad Company were not made until April, 1964, which was after the final billing on March 23, 1964.

We assume that the City of Hermiston has inadvertently overlooked the enclosed letter of May 14, 1964, requesting payment of this additional amount of money. Prompt payment would be appreciated as we are in the process of completing the final costs of the 1963 Special City Allotment program.

If you have any questions in regard to this matter, please feel free to contact this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Field Engineer

NOTED
V. R. JONES

RU:mm

1963 apron

NOTED
R. M. ALLISON

NOT
H. S. C

NOTED
DON HARWELL

NOTED
F. L. [illegible]

NOTED
R. H. PRANGE

May 14, 1964

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon

Dear Mr. Harper:

It has come to my attention that some overpayments have been made by the State Highway Department concerning an inspector for the Union Pacific Railroad Company in connection with the West Jennie Avenue paving project, Contract #6289.

This project was accepted by the City on October 2, 1963, and the final billing was made on March 23, 1964.

Since these charges would have been included in the final accounting and in view of the fact that railroad liaison was a City responsibility, the matter is being brought to your attention.

Specifically, the charges were "Inspection of West Jennie Avenue railroad crossing by Assistant Engineer Tabor" December, 1963, $32.76 and January, 1964, $10.58, for a total of $43.34. These charges were not made until April, 1964.

It is believed that these charges are valid and chargeable to the City of Hermiston. A check from Hermiston in the amount of $43.34 made payable to the State Highway Commission would appear to be proper.

If you concur with the foregoing, please forward the check to this office so that proper accounting can be made.

Very truly yours,

H. S. Cox
County and City Division Engineer

By

R M Allison

R. M. Allison
Field Engineer

RMA:mm

Spec-'63

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-23-64	CC [illegible]		330-1 [illegible]-095

NOTED
R. M. ALLISON

INVOICE NUMBER
F.E. [illegible] 81221

City of Hermiston
City Hall
Hermiston, Oregon

Att: [illegible], City Manager

RECEIVED
MAR 24 1964
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON [illegible]WELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment project on West Jennie Avenue. Contract [illegible]. Covered by agreement dated 11/1/62 (Secretary signed [illegible]/63)			
Advance Deposit			7,500.00
As per attached statements:			
Final Cost		24,737.48	
Agreed State Share		20,000.00	
Agreed City Share			4,737.48
To be refunded			2,762.52

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ____________________________

A 150 (REVISED 7-60)

File

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

NOTED
F. E. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6009

Street West Jennie Avenue

City HERMISTON

Payments to contractor (See attached voucher for breakdown)		20,214.75
Engineering and contingencies		3,086.02
Survey		1,436.71
	TOTAL	$24,737.48
	Agreed State Share	20,000.00
	Agreed City Share	$ 4,737.48
	City Advance Deposit	7,680.00
	REFUND DUE CITY	$ 2,942.52

Reference: Outside Billing cc-848

RMA:mm
3/20/64

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY Umatilla

HIGHWAY City Street

SECTION Hermiston(W. Jennie Ave.)

PREFIX NO
330-1720-201(41) 3.50 Cr.
330-1720-204(41) 1,162.25 Dr.

CONTRACT NO. 6289

ESTIMATE NO 4 Final

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	15000	2274900	341235	341235	
002	COARSE CRUSHED MATERIAL IN BASE	CU YDS	35000	1057000	369950	370300	CR 350
003	3/4IN-0 MATERIAL IN BASE	CU YDS	40000	400000	160000	160000	
004	SPRINKLING	M-GALS	50000	5460	27300	27300	
005	CLASS B ASPHALTIC CONCRETE	TONS	120000	935825	1122990	1122990	

DATE 10/ 4 /63	CONTRACT NO. 6289	TOTAL CONTRACT ITEMS	2021475	2021825	CR 350
PREVIOUS VOUCHER NO. 9983		0 % RETAINED ON CONTRACT ITEMS		1,162.25	1,162.25
CHECKED BY CP · bc		FORCE ACCOUNT			
ENGINEER OR AUDITOR L. C. Johnson		TOTAL PAYMENTS	20,214.75	19,056.00	1,158.75

Span — 1963

RECEIVED
JAN 6 1964
ENGINEER
COUNTY & CITY DIVISION

.LGM

LAG MCE 15 1-6-64 7:48AM

PARSON

FINAL BREAKDOWN HERMISTON CONTRACT NO. 6289--

PAYMENTS TO CONTRACTOR $20,214.75, CONSTRUCTION ENGINEERING $3,074.76, SURVEY $1,436.71, TOTAL $24,726.22.

WILL NOTIFY HERMISTON BY LETTER.

ALLISON
HL
)+.

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
DON HARWELL

January 6, 1964

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon

Dear Mr. Harper:

The following breakdown represents the tentative final costs on the Jennie Street project which has been completed (contract #6289):

Payments to Contractor	$20,214.75
Construction Engineering	3,074.76
Survey	1,436.71
Total	$24,726.22
State Contribution	20,000.00
City Contribution	$ 4,726.22
City Deposit	7,580.00
Amount Due City	$ 2,866.22

The amount due the city will be refunded in the near future when all charges have been accounted for.

Very truly yours,

H. S. Cox
County and City Engineer

By

R.M.A.

R. M. Allison
Field Engineer

RMA:mm

RECEIVED
NOV 12 1963
FOR FILING

November 8, 1963

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

On October 16, 1963, we wrote to you concerning release of final payment on contract #6232, awarded to Percy E. Jellum Contractor, Inc., for grading-paving West Jennie Avenue in Hermiston, Umatilla County.

Final payment on this contract is $1,138.75 and the total contract account is $20,214.75. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.
Lloyd's Inc.,
4 E. Alder
Walla Walla, Washington

cc: Percy E. Jellum Contractor, Inc.,
P. O. Box 272
Pendleton, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 16 1963
FOR FILING

6289

October 14, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 27 on Contract No. 6289. The contract was with Percy L. Jellum Contractor, Inc., and was for grading and paving on the Hermiston city street (West Jennie Avenue) in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 14, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: October 4,1963

SECTION: Hermiston(West Jennie)

SECTION PREFIX: 330-17[illegible]0

HIGHWAY: City Street

COUNTY: Umatilla

NAME OF JOB: Hermiston(West Jennie Ave)

KIND OF WORK: Grading and Paving

CONTRACTOR: Percy E.Jellum Contractor Inc.

CONTRACT NUMBER: 6289

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 11,1963

DATE WORK STARTED: July 1,1963

ESTIMATED COMPLETION DATE: September 27,1963

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 45

WORK DAYS USED: 22

PERCENT OF TIME ELAPSED: 49

PROJECT AUTHORIZATION: $ 26,375.63

ENGINEERING AUTHORIZATION: $ 1875.60

EXCLUSIVE OF ENGINEERING: $ 24,500.03

ENGINEERING COST TO DATE: $ 1984.26

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 22,418.25

PERCENT OF AUTHORIZATION: 105.8%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 15%

DATE PROJECT WAS COMPLETED: September 27,1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100		100		100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.21	0.21			0.21
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.21	0.21			0.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2680	1790			1040
TOTAL QUANTITIES CORRECTED TO DATE	2274.9	1458			935.825
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2274.9	1458			935.825
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: none

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY	Fair		
WEDNESDAY	Fair		1963
THURSDAY	Overcast		
FRIDAY	Cloudy		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed,Mr. Parsen and Mr. Shirley inspected project on Tuesday Mr. Shirley made final inspection that date.

Semi-final estimate is ready for submission to Division Engineer, except for letter of acceptance from City of Hermiston,which will be forthcoming as soon as City Manager Harper returns to work.

FINAL REPORT

SIGNED L.C. Johnson

ADDRESS 1480 North First St.Hermiston 97837

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

[illegible] 1963

CITY of HERMISTON

HERMISTON, OREGON

McNary Dam

OFFICE OF THE: City Manager

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

October 2nd, 1963

State Highway Department
Hermiston, Oregon

NOTED

NOTED
R. M. ALLISON

Attention: Loyd Johnson, Resident Engineer

Dear Mr. Johnson:

This is to inform you that the City Engineering Department has inspected the completed work on the West Jennie Paving Project, State Contract No. 6289.

We find the work to be satisfactory, and do hereby inform the State Highway Commission as to the City's acceptance of this project.

Very truly yours,

L T Harper mR
L. T. Harper
City Manager

LTH:mr:mrl

RECEIVED
OCT 11 1963
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 11 1963

FOR FILING
[illegible]

6289

June 11, 1963

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, accepted your proposal for grading and paving the Hermiston (W. Jennie Avenue) Section of city street in Umatilla County for the sum of $23,245 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied, and the State Highway Engineer today awarded you the contract, which has been assigned Contract No. 6289.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

Salem, Oregon
June 10, 1963

Special City Allotment Project
West Jennie Avenue
City of Hermiston

NOTED
DON HARWELL

Mr. C. H. Maison
Accounting Division
OFFICE

Attention: Mr. John Herr

NOTED
H. S. COX

Attached is a check from the City of Hermiston in the amount of $7,580 as their advance deposit on subject project.

NOTED
V. R. JONES

The project was approved by the Highway Commission on November 1, 1962, and the project is now clear for award of a contract.

H. C. Ayers
County and City Field Engineer

HCA:eb
cc: L. H. Young

CITY of HERMISTON

HERMISTON, OREGON

McNary Dam

OFFICE OF THE: [illegible]

NOTED
Harold C. Ayers

NOTED
DON HARWELL

[illegible], 1963

[illegible]
[illegible]
[illegible]

Dear Mr. Cox:

[illegible] in the amount of $[illegible].00 [illegible] to [illegible] of $[illegible] [illegible].

Yours very truly,

L. T. Harper

[illegible]
[illegible]

[illegible]

[illegible] - Check No. [illegible]

RECEIVED
JUN 10 1963
ENGINEER
COUNTY & CITY DIVISION

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

La Grande, Oregon
June 6, 1963

SUBJECT: Hermiston (W. Jennie Ave.) Section
City Street
Umatilla County

To:

Mr. H. S. Cox
County and City Engineer
Salem

NOTED
DON HARWELL

RECEIVED
JUN - 7 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. Orr, engineer for the Union Pacific Railroad in La Grande, called this morning about the subject project. He wanted to know if we plan on building across the railroad track as had been discussed with him some time ago. We informed him in the affirmative and he further stated that no permission had been requested to operate within the railroad right of way.

We understood that this permission was to be obtained by the City of Hermiston officials.

Will you check with the city officials in regard to this matter.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:if
cc: Robert Orr
F. D. Morgan

June 4 letting

McNary Dam

CITY of HERMISTON
HERMISTON, OREGON

OFFICE OF THE: City Engineer

NOTED
Harold C. Ayers

June 4, 1963

NOTED
DON HARWELL

RECEIVED
JUN - 6 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. H. C. Ayers, Field Engineer
County & City Division
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Ayers:

I talked briefly with Mr. Johnson, who is to be the resident engineer on the W. Jennie Avenue paving project here in Hermiston, and learned that he had not been informed to stake the curb and gutter part of the W. Jennie street project. As I recall, it was decided that the highway department would do the staking, and that the city would handle the inspection. Will you please check on this and let me know.

We received bids Wednesday night and had a special council meeting to award them last evening. You may be interested to know that Percy Jellum's bid was $2.40 and $2.60 per square yard on the (3" AC over 6" base rock) paving and $1.00 cubic yard on the excavation.

Yours truly,

William R. Sipfle

William R. Sipfle
City Engineer

WRS/pat

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

June 4, 1963

Mrs. Mathilda Russell
City Recorder
City Hall
Hermiston, Oregon

Dear Mrs. Russell:

On June 4, 1963, the State Highway Commission opened bids on the Special City Allotment Project on W. Jennie Avenue. The low bid was submitted by Percy Jellum of Pendleton and the anticipated cost based on the bid is as follows:

1.	General Excavation	2680 cu yds	$ 1.50	$ 4,020.00
2.	Coarse crushed material in base	1330 cu yds	3.50	4,655.00
3.	3/4"-0 material in base	460 cu yds	4.00	1,840.00
4.	Sprinkling	50 M/gal	4.00	250.00
5.	Class "B" asphaltic concrete	1040 tons	12.00	12,480.00

Contractors bid	$23,245.00
Flagging	200.00
Engineering & Contingencies (12-1/2%)	2,930.63
Survey	1,205.13
Total Anticipated Cost	$27,580.76

As per the agreement executed between the City and State, the City is to pay all costs in excess of $20,000. As the contract cannot be awarded until the City has deposited its share of the cost, will you at your very earliest convenience please forward a check, to this office, in the amount of $7,580 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

H. C. Ayers
Field Engineer

Check Received
6/10/63
HCA

HCA:eb

RECEIVED
MAY 7 - 1963

FOR FILING

320-1920
6087

RECEIVED

Salem, Oregon
May 3, 1963

Special City Allotment Project
Jennie Avenue
City of Hermiston

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. H. C. Ayers
County & City Field Engineer

Attached is a partially signed copy of an agreement with the City of Hermiston covering the Special City Allotment project on Jennie Avenue from First Street to River Road.

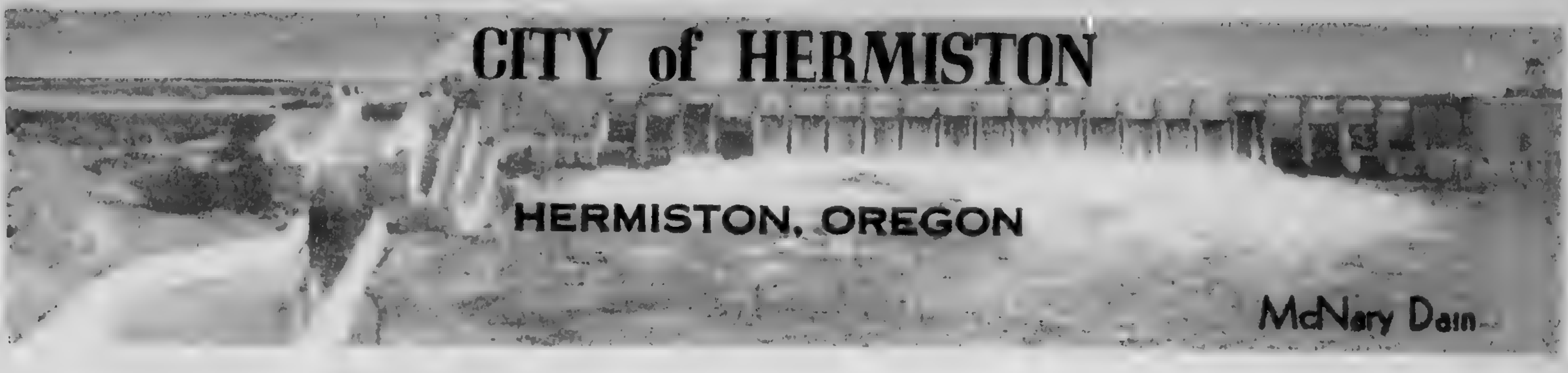
A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Hermiston.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

CITY of HERMISTON
HERMISTON, OREGON



OFFICE OF THE: City Manager

NOTED
H. S. COX

March 13, 1963

RECEIVED
MAR 19 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Dept.,
Salem 10, 1963

Dear Mr. Cox:

We received a letter from Mr. H. X. Coulter, Assistance Division Engineer at La Grande, Oregon in regard to the standard city curb and gutter design in the city of Hermiston, Oregon. The city would prefer that this design be used on the West Jennie Street project.

If it is the feeling of the Highway Department that a savings may be had by the Highway Department and that the city could save money by installing the curb and gutter under a different contract, this could be accomplished. We are quite anxious to receive a set of plans for the construction of West Jennie Avenue when they are completed by your engineering department. In as much as the city will have an extensive paving program of their own this summer, the construction of this curb and gutter could be incorporated into the city's letting.

I understand that the Highway's bid opening, which will include West Jennie paving, is to be dated June 4, 1963. The city will endeavor to take bid openings on its project prior to that date, and I see no reason why a coordinated effort can not be achieved on this matter.

I would appreciate being advised as to all particulars so that the city may govern activities in a coordinating nature.

Yours truly,

L. T. Harper

L. T. Harper
City Manager

LTH mr

cc: H. S. Coulter

H. S. Cox

FORM 2-30X—50M—8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

La Grande, Oregon
March 4, 1963

SUBJECT: Curb Design
City of Hermiston

To:

OFFICE MEMO

When the survey on West Jennie Street in Hermiston was submitted the estimate of cost was a little greater than the preliminary estimate prepared by the City and County Division. Resident Engineer C. D. Hiatt, in his conversation with the City of Hermiston officials, had discovered that the city would prefer a combination curb and gutter design similar to that already used extensively in the City of Hermiston. It appeared to this office that a saving in cost to the City could result if they were willing to undertake the construction of the combination of curb and gutters themselves.

I requested Mr. Hiatt to contact the City and ascertain whether or not this is something that would appeal to them. His report was favorable and the job was submitted, calling for the city to perform the construction of the curbs and gutters on this section.

H. S. Coulter

H. S. Coulter
Assistant Division Engineer

HSC:if
cc: H. S. Cox
C. Dl Hiatt
L. T. Harper, City Manager, Hermiston

Scheduled for June 4th

RECEIVED
MAR 5 1963
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON
PUBLIC UTILITY COMMISSIONER
SALEM 10

NOTED
Harold C. Ayers

NOTED
DON HARWELL

January 14, 1963

IN REPLY PLEASE REFER
TO FILE NO.

Mr. William R. Sipfle
City Engineer
City Hall
Hermiston, Oregon

Dear Sir:

Enclosed are copies of:

P.U.C. OREGON ORDER NO. 30221

CROSSING DATA SHEET, Crossing 20-4.1

showing authorization for and the condition of the Jenny Street on the dates shown thereon.

At the time of our last inspection, the crossing was in good repair, and all conditions were found to be in compliance with the provisions of the above order.

Unless you find it necessary to make substantial revisions in your proposed plan for improvement of the crossing, it appears to be unnecessary for you to make application to the Commissioner for authority to do so.

If additional information will be of help, please feel free to request it.

Very truly yours,

JAMES E. SINGLETON
Director - Transportation

By

Utility Engineer

CWJ:v

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

6389 G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

DECEMBER 19, 1962

(File Ref. D 9152 - 32 - 1)

Mr. W. R. Sipfle,
City Engineer
City of Hermiston
Hermiston, Oregon

Dear Sir:

Thank you for your letter of November 20 relating to the City of Hermiston's intentions to improve the Jennie Avenue crossing over our tracks adjacent to First Place in Hermiston.

As you undoubtedly know, the present crossing was authorized by Public Utilities Commissioner's Order No. 30221 dated July 23, 1952 and is covered by an agreement between our Companies and the City of Hermiston, dated November 5, 1952.

Since the City intends to alter the present crossing, it would be appropriate for it to file an application with the Public Utility Commissioner of Oregon for authority to perform the alteration, under ORS 763.080(2).

The Oregon State Highway Department has advised us that it will be making a survey in connection with this project but is unable to furnish any further details. Until such details are supplied, we will not be able to advise you further at this time.

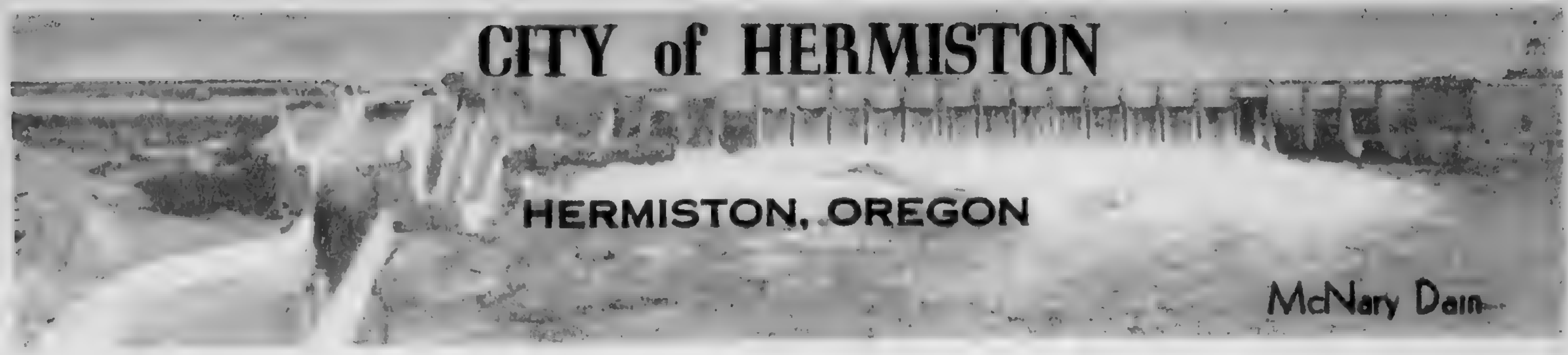
Yours very truly,

G. H. Baker

G. H. Baker

cc: ✓ Mr. G. S. Paxson,
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

copy to Cox
[illegible] 12-24-62



CITY of HERMISTON
HERMISTON, OREGON

OFFICE OF THE: City Manager

$250,000 '63

NOTED
DON [illegible]

November 21, 1962

NOTED
[illegible]

Mr. H. S. Cox, Engineer
County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

On behalf of the city council and myself I wish to thank you and the Highway Commission for their approval of the paving project on West Jennie Avenue.

In our project data submitted to your office the city of Hermiston was to make all arrangements with the Union Pacific Railway Company in regard to paving the crossing located on this street. We are writing to Mr. Baker inquiring as to their requirements for this crossing.

The city of Hermiston has acquired a city engineer, Mr. Wm. Sipfle, and all engineering problems concerning this project should be directed to his attention.

Sipfle

It is rather important that the city be informed as to the engineer's estimate upon completion of the plans for this project. Although the city has a reserve construction fund of sufficient amount to cover all costs above the $20,000.00 State allocation, it is the council's intent to assess these costs to the abutting property owners. In order that the council may call for a hearing in this regard, a rather accurate estimate of the project cost must be known. I wish to again state that, regardless of the outcome of the hearing, the city of Hermiston has the financial funds in such amounts to cover any excess over the $20,000.00.

Copy to Mr. Paxson.

RECEIVED
NOV 23 1962
ENGINEER
COUNTY & CITY RELATIONS

If we can be of any assistance to your design department and/or field engineering crews in securing any information, we will be happy to cooperate to the fullest extent.

Yours truly,

L. T. Harper

L. T. Harper
City Manager

LTH mr

NOTED
R. H. PRANGE

NOTED
[illegible]

NOTED
V. R. JONES

NOTED
DON HARWELL

LOCATION PROSPECTUS
WEST JENNIE STREET SECTION
CITY OF HERMISTON
UMATILLA COUNTY

11-15-62

The following prospectus is submitted concerning the above-mentioned section of West Jennie Street in the city of Hermiston. The westerly terminus is at First Place. The easterly terminus is at First Street. The overall length of the project is 0.21 mile.

This will be a location survey to prepare plans, specifications and estimates for grading, paving and placement of curbs on existing alignment. This is a 1963 Special City Allotment project.

The typical section will consist of a city street section with 44 feet between curbs. The approved base design for construction is:

Paving	3" AC
Top Course Base	2" Level
Bottom Course Base	6" Coarse Base
Total Depth	11"

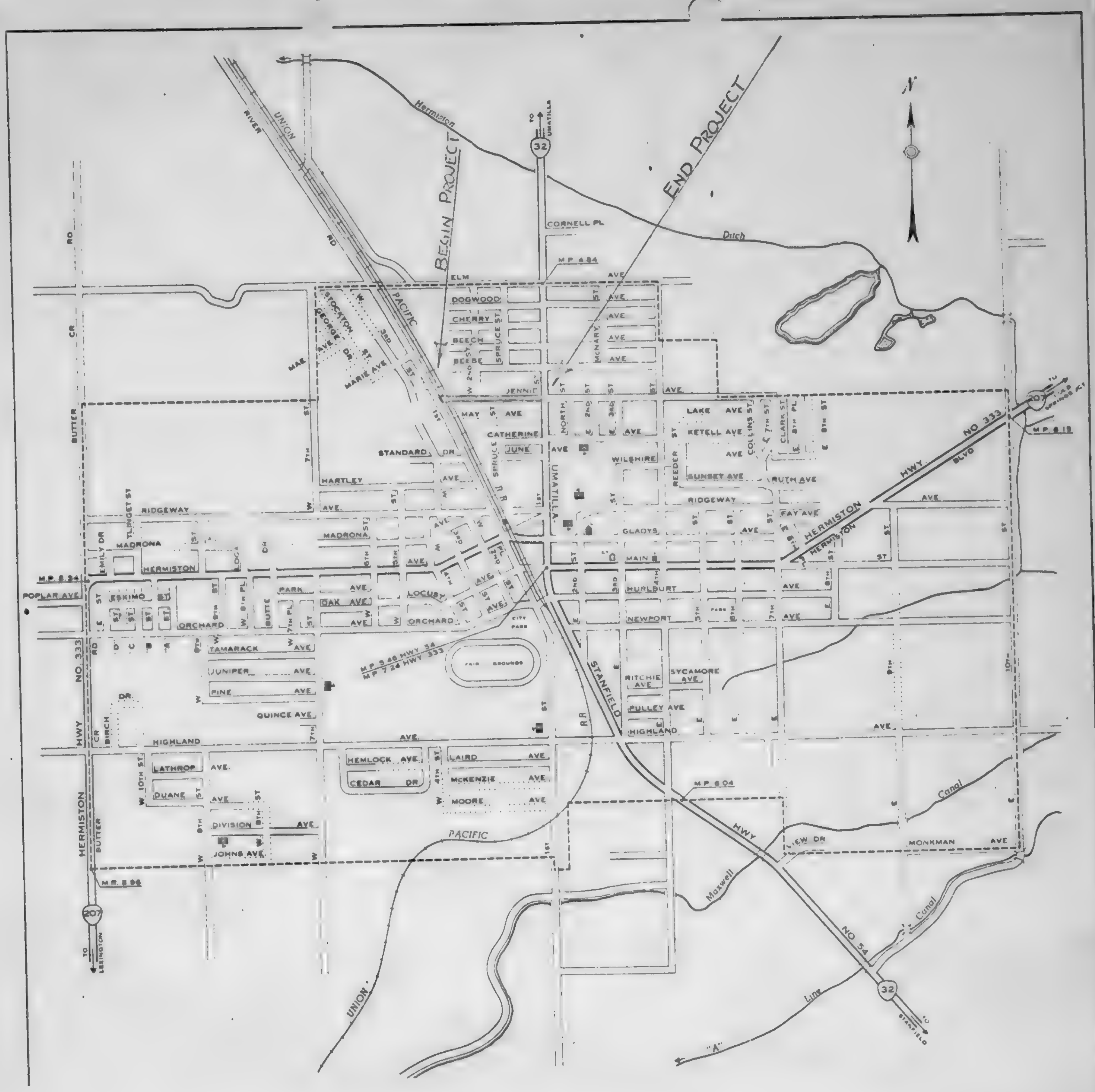
Final agreements with the City of Hermiston will be required.

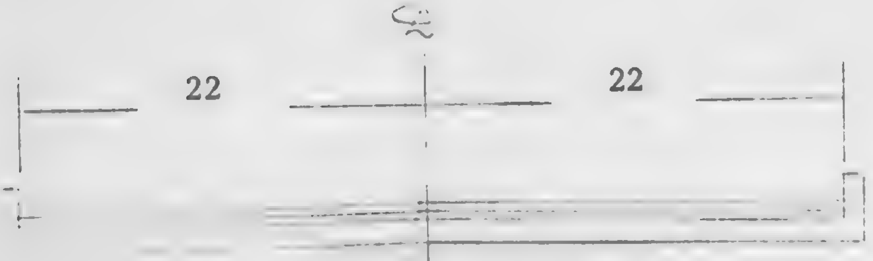
The City will make all arrangements with the Union Pacific Railroad Company concerning the grade crossing adjacent to River Road.

November 15, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox ✓
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





Typical Section

PROSPECTUS MAP
West Jennie Street Section
City of Hermiston
Umatilla County

11-2-62

HERMISTON

PRELIMINARY ESTIMATE

1963 SPECIAL CITY ALLOTMENT PROJECT

West Jennie Street from 1st Street to First Place, a distance of approximately 0.21 mile.

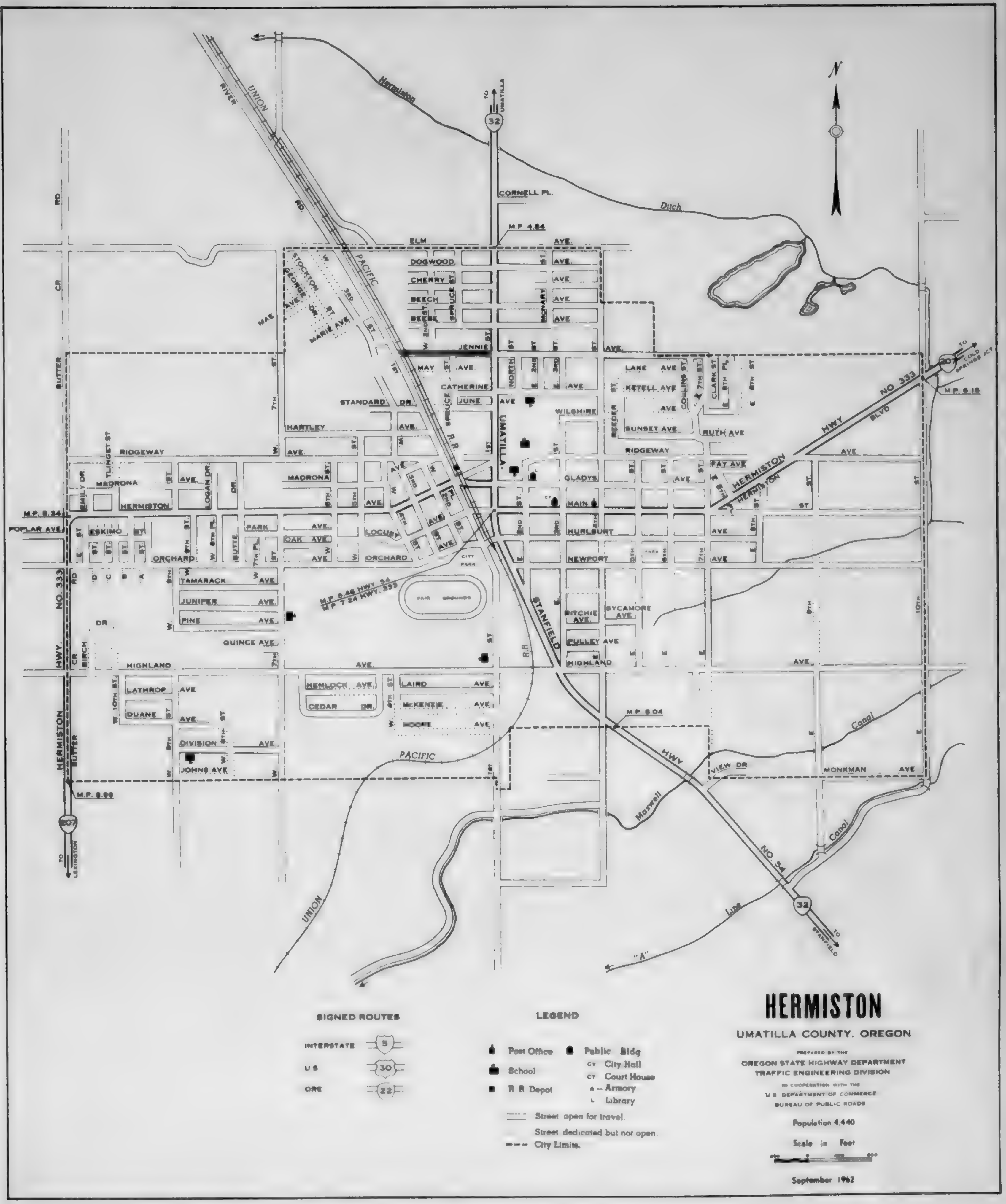
Grade; curb; drain; place 6" base rock, 2" leveling course, and 3" asphaltic concrete 44' wide.

Item	Quantity		@	Total
General excavation	950	c.y.	$ 1.25	$ 1,187.50
Drainage excavation	90	c.y.	4.00	360.00
12" concrete pipe	300	l.f.	3.25	975.00
8" concrete pipe	100	l.f.	2.85	285.00
Concrete catch basins	4	only	135.00	540.00
Concrete curbs	130	c.y.	65.00	8,450.00
Concrete manholes	2	only	180.00	360.00
Coarse crushed material	1425	c.y.	3.80	5,415.00
3/4"-0" in base	325	c.y.	4.50	1,462.50
Sprinkling	50	M/gal.	5.00	200.00
Class B asphaltic concrete	900	tons	10.60	9,540.00
Driveways	15	each	25.00	375.00

Estimated construction cost	$29,150.00
12-1/2% engineering and construction . .	3,643.75
Survey	1,000.00
	$33,793.75

TOTAL ESTIMATE: $33,800

HCA:mm
11/2/62



HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,440

September 1962

NOTED
Harold C. Ayers

CITY of HERMISTON
HERMISTON, OREGON

OFFICE OF THE: City Manager

August 14, 1962

RECEIVED
AUG 15 1962
ENGINEER
COUNTY & CITY RELATIONS

Mr. H. C. Ayers, Field Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Mr. Ayers:

This is to inform you that the city will pay all costs exceeding $20,000 on the proposed West Jennie Avenue paving project.

We wish to thank you for your attention to the city's need for this project as we feel that it meets all the requirements for the State funds. I am sure that all the trucks using this connecting link, together with the motoring public, will be much indebted to the Highway Department for this improvement.

Yours truly,

L. T. Harper

L. T. Harper
City Manager

LTH/mr/pat

PROJECT DATA, CITY OF HERMISTON　　Date 8-14-62

To be financed by City and Special City Allotment Fund

Street name West Jennie Avenue from N. First to First Place
(Locate project on attached map.)

Project length 1,140 feet

Desired width: 44 feet
(Four lanes, parallel parking both sides = minimum 64'
Four lanes, parallel parking one side = minimum 58'
Two lanes, parallel parking both sides = minimum 42'
Two lanes, parallel parking one side = minimum 36')

Surface now in place: Oil____ Paving____ Gravel x

Present surface width: 36 feet

RIGHT-OF-WAY -

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes____ No x

Will City provide required right-of-way? Yes x No____

Additional right-of-way to be acquired as part of project? Yes____ No x

State to furnish right-of-way descriptions? Yes____ No x

Give width of intersecting streets: Spruce St. - south side only - r/w = 60' not paved

Are intersecting streets curbed? Yes____ No x

Remarks This is an interconnecting street between Oregon State Highway 32 and the old state highway 30. Truck use is very heavy.

CONCRETE CURBS -

Now in place? Yes____ No x

Width between present curbs: ________feet

City to construct curbs? Yes____ No x

To be constructed as part of project? Yes x No____

Length of desired radius on curb returns: 20 feet

Does City desire special type of curbs? Yes x No____

Explain: The city standard is a combination 6" curb and 30" gutter. Exception may be made if desired.

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No__x__

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No__x__

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No__x__

Are sidewalks to be constructed on both sides of street? Yes__x__ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No x___

Is utility strip required? Yes____ No__x__; Width: _______feet

Remarks Sidewalk installation at the request of property owners after completion of paving project.

STORM SEWERS -

Now in place? Yes____ No__x__

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes__X__ No____

To be constructed as part of project? Yes____ No__X__

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes__x__ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: __6____feet

Remarks The city Sewer Department will do all necessary sanitary sewer work in conjunction with paving project. Storm water (drain type) catch basins should be constructed as part of this paving project.

WATER MAINS -

Now in place? Yes x No ___

If yes, how deep from present surface? 4 feet

To be adjusted by City? Yes x No ___

To be adjusted as part of project? Yes ___ No x

Remarks The city Water Department will do all water main and service line work.

DRIVEWAYS -

To be constructed as part of project? Yes ___ No x

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___________

Must driveways be Portland Cement to comply with City code? Yes ___ No ___

Is there a City ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks The City Planning Commission is presently working on a driveway ordinance.

FRANCHISED UTILITIES (City is to arrange for any required adjustment.) - - -

Gas lines? Yes x No ___

Electric poles? Yes x No ___

Which company? Pacific Power & Light
(NOTE: If City-owned, City to adjust.)

Telephone poles? Yes x No ___

Which company? Pacific Northwest Bell Telephone Co.

Railroad tracks? Yes x No ___

Which company? Union Pacific Railroad Co.

Is crossing presently protected
by automatic railroad signals? Yes ___ No x

Remarks City to make all arrangements with railroad.

WORK TO BE DONE BY CITY AS PART OF PROJECT - - - - - - - - - - - - - - - - -

Grading? Yes___ No x

Clearing? Yes X No___

Base rock? Yes___ No x

Concrete curbs? Yes X No___

Driveways? Yes X No x

Remarks The city would like the entire work performed under contract.

GENERAL INFORMATION -

Are City finances available? Yes x No___

When available? Date At any time.

If project is being designed by State for City construction, all costs must be borne by City. This includes survey, location, preparation of project for specifications, etc. If construction engineering is performed by State, this cost also shall be borne by City.

Has City established grade on street? Yes___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: On property adjacent to and along north side of project by owners consent. Other areas within 2,500 feet of project site.

All construction called for above shall be performed within the curbed section except for sidewalks, driveways, and connections to existing intersecting streets.

General remarks: This street is extensively used by both truck and passenger car as a connecting link between Old Highway 30 and Oregon State Highway 32. Railroad loading facilities along Old Highway 30 generates additional use of this street by sand trucks and other highway transports.)

By W.M. Pearson
Mayor

By L. T. Harper
City Manager

By___
City Engineer

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

August 10, 1962

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon

Dear Sir:

I am planning on submitting your proposed project on West Jennie Street to the Highway Commission for their appropriate action and have made a preliminary estimate based on a 44' curbed section which is $33,800 -- State's share, $20,000.

If you wish to proceed with this project, please fill out the enclosed project data form and return one copy to me as soon as possible. Also, please send a letter stating that the City is willing and able to pay all costs in excess of $20,000.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

All data received
8-14-62
HCa

HCA:mm
Encl.

RESOLUTION

5-2-62

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Hermiston is an incorporated city of the State of Oregon and has a population of 4,442 as given by the latest official census; and

WHEREAS, the following street~~s~~ of said city, West Jennie Avenue from North First Street to North First Place ~~are~~ is not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

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MAY - 4 1962
ENGINEER
COUNTY & CITY RELATIONS

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Hermiston does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate L. T. Harper, City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of May, 1962.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---- ------------ -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Hermiston at a regular or special meeting of said Council, held on the 2nd day of May, 1962, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 2nd day of May, 1962.

Matilda Russell
City Recorder

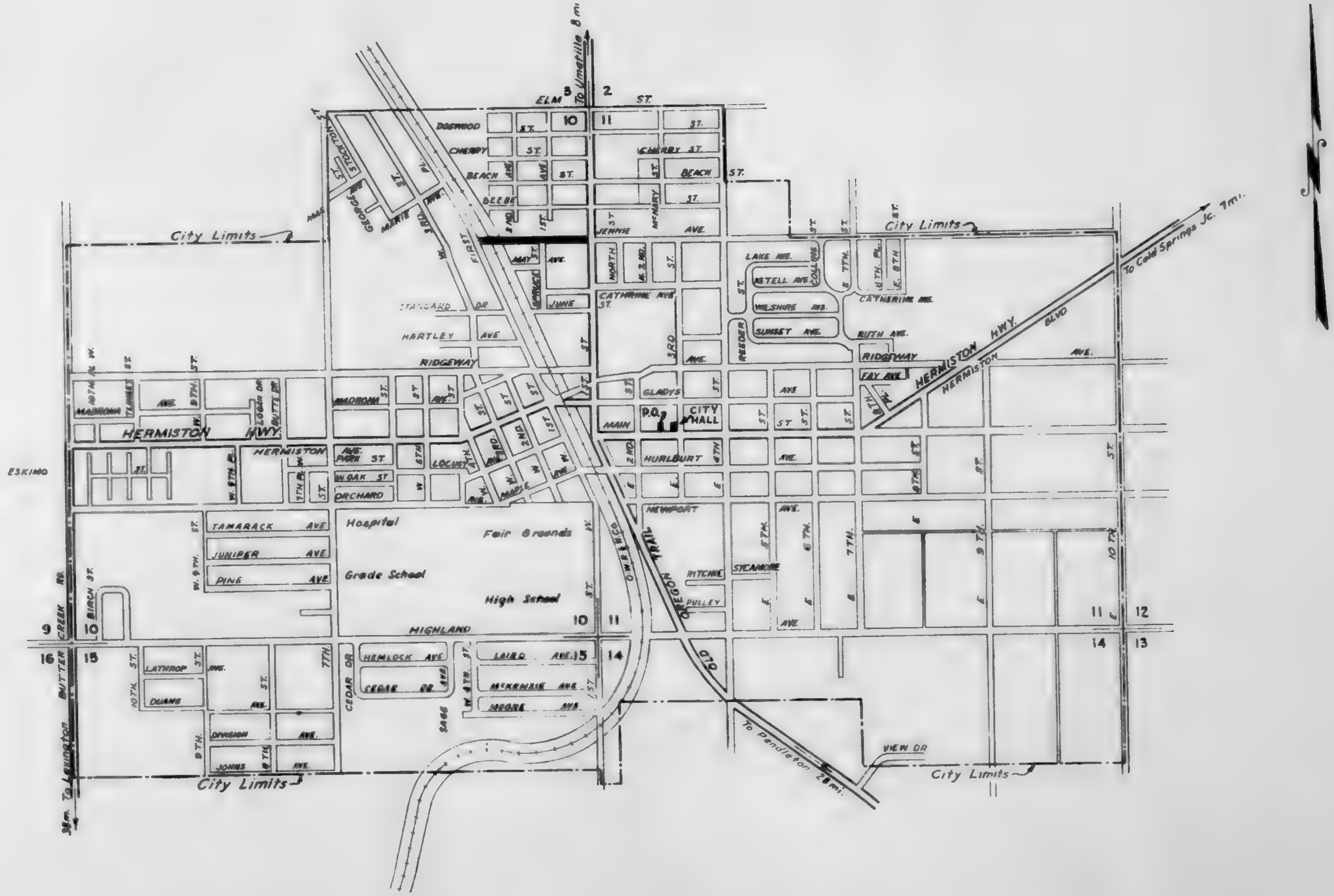
HERMISTON

UMATILLA COUNTY

Scale in feet

0 800 1600 2400

T.4 N., R.28 E., W.M.



CITY of HERMISTON
HERMISTON, OREGON

McNary Dam

OFFICE OF THE:

March 27, 1962

Mr. H. C. Ayers, Field Engineer
State Highway Department
Salem, Oregon

Dear Mr. Ayers:

The City of Hermiston is planning to apply for aid under the legislative act creating the annual $250,000 Special City Allotment fund.

There are several streets in Hermiston that might be eligible for these funds, but it is felt that your assistance and opinion would be of much value to the council in arriving at their decision.

It would be very much appreciated if you could call at the City Manager's office sometime when you are in the area. May we hear from you?

Yours truly,

L. T. Harper
City Manager

mr

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ENGINEER
COUNTY & CITY RELATIONS

(Forms were sent 11/15/62)

336-1719 Newberg (Illinois St.) Sec. of 1963
City St. (Grad. & Pav.)
#6290

[illegible] State Tax Street fund 145

SCA

OREGON STATE HIGHWAY DEPARTMENT Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6290 Prefix 336-1719 Survey Prefix 336-1411

Street Illinois Street

City Newberg

Payments to Contractor	$ 22,540.71
Engineering and Contingencies........................	3,238.86
Survey...	1,731.15
TOTAL............	$ 27,510.72
Agreed State Share	20,000.00
Agreed City Share	$ 7,510.72
City Advance Deposit	$ 7,890.00
REFUND DUE CITY	$ 379.28

Reference: Outside Billing CC 851

RU:mm

Spec-63

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
R. M. ALLISON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-23-64	CC [illegible]51		336-1719-275

NOTED
P. E. [illegible]

INVOICE NUMBER 81218

- City of Newberg
- City Hall
- Newberg, Oregon

Herbert [illegible], City Recorder

RECEIVED
MAR 24 1964
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment project on Illinois Street. Contract #6290. Covered by agreement dated November 1, 1962.			
Advance Deposit			7,890.00
As per attached statement:			
Final Cost		27,510.72	
Agreed State Share		20,000.00	
Agreed City Share			7,510.72
To be refunded			379.28

ACKNOWLEDGMENT OF BILLING REQUEST

Cast [illegible]
By

A 150 (REVISED 7-60)

File

NOTED
P. B. [illegible]

NOTED
DON HARWELL

NOTED
R. M. ALLISON

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6090

Street Illinois Street

City NEWBERG

NOTED
R. H. PRANGE

Payments to contractor (See attached voucher for breakdown)		$22,510.71
Engineering and contingencies		3,238.86
Survey		1,761.15
	TOTAL	$27,510.72
	Agreed State Share	20,000.00
	Agreed City Share	$ 7,510.72
	City Deposit	7,890.00
	REFUND DUE CITY	$ 379.28

Reference: Outside Billing cc-851

RMA:mm
3/20/64

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY Yamhill

HIGHWAY City Street

SECTION Newberg (Illinois St.)

PREFIX NO
336-1719-201(41) 15.00 Cr.
336-1719-204(41) 1,166.00 Dr.

CONTRACT NO. 6290

ESTIMATE NO. 4 Final

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	8000	2652500	212200	212200	
002	COARSE CRUSHED MATERIAL IN BASE	CU YDS	31000	2954000	915740	915740	
003	3/4 IN-0 MATERIAL IN BASE	CU YDS	32500	559000	181675	181675	
004	SPRINKLING	M GALS	25000	138000	34500	36000	CR 1500
005	PREPARATION OF BASE	MILE	5000000	300	15000	15000	
006	3/4 IN-0 MATERIAL IN BINDER COURSE	CU YDS	60000	64000	38400	38400	
007	RC-250 ASPHALT	TONS	700000	9150	64050	64050	
008	CLASS B ASPHALTIC CONCRETE	TONS	71500	1108400	792506	792506	

DATE 11/6 /63	CONTRACT NO. 6290	TOTAL CONTRACT ITEMS	2254071	2255571	CR 1500
PREVIOUS VOUCHER NO 11694		0 % RETAINED ON CONTRACT ITEMS		1,166.00	1,166.00
CHECKED BY AW CP hc		FORCE ACCOUNT			
ENGINEER OR AUDITOR L. A. Johnston		TOTAL PAYMENTS	22,540.71	21,389.71	1,151.00

RECEIVED
NOV 13 1963

FOR FILING

[illegible]

6290

November 12, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
San Francisco 4, California

Gentlemen:

On October 7, 1963, we wrote to you concerning release of final payment on contract #6290, awarded to Rowell & Wickersham, for grading-paving Illinois Street in Newberg, Yamhill County.

Final payment on this contract is $1,151.00 and the total contract amount is $22,540.71. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Hagen-Hamilton Insurance
Box 117
McMinnville, Oregon

cc: Rowell & Wickersham
P. O. Box 472
McMinnville, Oregon

cc: C. H. Maison
Attn.: John Herr

FORM E-1 (REV. 5-58)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: —

WEEK ENDING: October 25, 1963

SECTION: Newberg (Illinois Street.)

SECTION PREFIX: 336-1719

HIGHWAY: City Street

COUNTY: Yamhill

NAME OF JOB: Newberg (Illinois Street.)

KIND OF WORK: Grading & Paving

CONTRACTOR: Rowell & Wickersham

CONTRACT NUMBER: 6290

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 11, 1963

DATE WORK STARTED: July 31, 1963

ESTIMATED COMPLETION DATE: Completed 9/17/63

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: — SUPERVISION: —

SPECIFIED WORK DAYS: 50

WORK DAYS USED: 44

PERCENT OF TIME ELAPSED: 88%

PROJECT AUTHORIZATION: $ 26,347.50

ENGINEERING AUTHORIZATION: $ 1,873.60

EXCLUSIVE OF ENGINEERING: $ 24,473.90

ENGINEERING COST TO DATE: $ 2,927.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 22,540.71

PERCENT OF AUTHORIZATION: 156 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED PERCENT: XXXXXXX UNDERRUN 7.9 %

DATE PROJECT WAS COMPLETED: September 17, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
-	-	100%	-	100%	100%	-

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.3	0.3	-	-	0.3
MILES PARTIALLY COMPLETED	0.0	0.0	-	-	0.0
MILES COMPLETED	0.3	0.3	-	-	0.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000	3,420	-	-	1,220 Tons
TOTAL QUANTITIES CORRECTED TO DATE	2,652.50	3,513	-	-	1,108.4
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,652.50	3,513	-	-	1,108.4
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Fair		
TUESDAY	Rain		
WEDNESDAY	Showers		
THURSDAY	Showers		
FRIDAY	Clear		
SATURDAY			

NOTED
JOHN R. OAKES

OCT [illegible] 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work completed on project September 17, 1963.

Semi-Final Estimate submitted to Division Office.

Note: This will be the final weekly report on this project.

SIGNED Lowell A. Johnston

ADDRESS P.O. Box 4727, Sellwood Sta., Portland 2, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 7 1963

FOR FILING

6290

October 7, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 17 on Contract No. 6290. The contract was with Rowell and Wickersham and was for grading and paving on a Newberg city street (Illinois Street) in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 7, 1963, and that you concur in this procedure at the Commission meeting October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
JUL 11 1963
FOR FILING

[illegible]

6290

June 11, 1963

Rowell and Wickersham
P. O. Box 472
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, accepted your proposal for grading and paving the Newberg (Illinois Street) Section of City Street in Yamhill County for the sum of $23,320 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6290.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

CITY OF NEWBERG
NEWBERG, OREGON

June 6, 1963

RECEIVED
JUN - 7 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. H.C. Ayers
Oregon State Highway Department
Salem, Oregon

Dear Mr. Ayers:

Herewith please find enclosed our check in amount of $7,890.00 for the City's advance deposit on the Illinois Street project, as per your letter of June 5, 1963.

Very truly yours,

City Recorder

6-7-63
NOTED
DON HARWELL
Check
Sent to Herr
copy to Young

MCG:L
Enc. 1

NOTED
Harold C. Ayers

June 5, 1963

NOTED
H. S. COX

Mr. M. C. Gilbert
City Recorder
City Hall
Newberg, Oregon

NOTED
DON HARWELL

NOTED
V R. JONES

Dear Mr. Gilbert:

On June 4, the State Highway Commission received 3 bids on the Special City Allotment project on Illinois Street. The low bid was submitted by Rowell & Wickersham of McMinnville. The total anticipated cost, based on this bid is as follows:

Contractors bid	$23,320.00
Flagging	100.00
Engineering & Contingencies (12-1/2%)	2,927.50
Survey	1,540.59
Total Anticipated Cost	$27,888.09

As per the agreement between the City and State, City is to pay all costs in excess of $20,000. As the contract cannot be awarded until the City's advance deposit is in our hands, will you at your earliest convenience transmit to this office a check in the amount of $7,890 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

H. C. Ayers
Field Engineer

Received Check
6/7/63

HCA:eb

RECEIVED
MAY 21 1963

FOR FILING

336-1719

[illegible]

Salem, Oregon
May 17, 1963

Special City Allotment Project
Illinois Street
City of Newberg

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a fully executed copy of an agreement with the City of Newberg covering the Special City Allotment project on Illinois Street from Main Street to College Street in Newberg.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Newberg.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

Newberg (Illinois St.) Section
Grading and Paving

Estimate
4-26-63 -Joe
J. Day

No.	Item	Quantity	Price	Amount
1	General Excavation, Unclassified	3000 Cu Yds	1^{00}	3000 -
2	Coarse Crushed Material in Base	2,960 Cu Yds	3^{50}	10,360 -
3	3/4"-0 Material in Base	520 Cu Yds	3^{60}	1872 -
4	Sprinkling	86 M-Gals	4^{00}	344 -
5	Preparation of Base	0.30 Miles	1000^{00}	300 -
6	3/4"-0 Material in Binder Course	56 Cu Yds	6^{00}	336 -
7	RC-250 Asphalt	9 Tons	75^{00}	675 -
8	Class "B" Asphaltic Concrete	1,220 Tons	8^{00}	9760

Total	$26,697^{00}$
Flagging	100
Total	$26,747^{00}$
12½% Engineering	$3,343^{38}$
Total	$30,090^{38}$

NOTED
Harold C. Ayers

RECEIVED
DEC 19 1962
ENGINEER
COUNTY & CITY RELATIONS

12-18-62

LOCATION PROSPECTUS
ILLINOIS STREET
CITY OF NEWBERG
YAMHILL COUNTY
PREFIX No. 336-1411

The following prospectus is submitted concerning the above-mentioned street in the city of Newberg. The project will be Illinois Street from North Main Street to the Hillsboro-Silverton Highway No. 219. The overall length is approximately 0.30 mile.

This will be a location survey to prepare plans, specifications and estimates for grading and surfacing on existing alignment. The City of Newberg will place concrete curbs and storm drainage installations prior to the State's contract. The project is to be constructed with 1963 Special City Allotment Funds.

The typical section will be a 42-foot city street section with curbs on each side. The approved base design for construction is:

Paving	3	" AC
Top Course Base	2	" Level
Bottom Course Base	11-1/2"	
Total Depth	16-1/2"	

Sources of material will be determined during the survey.

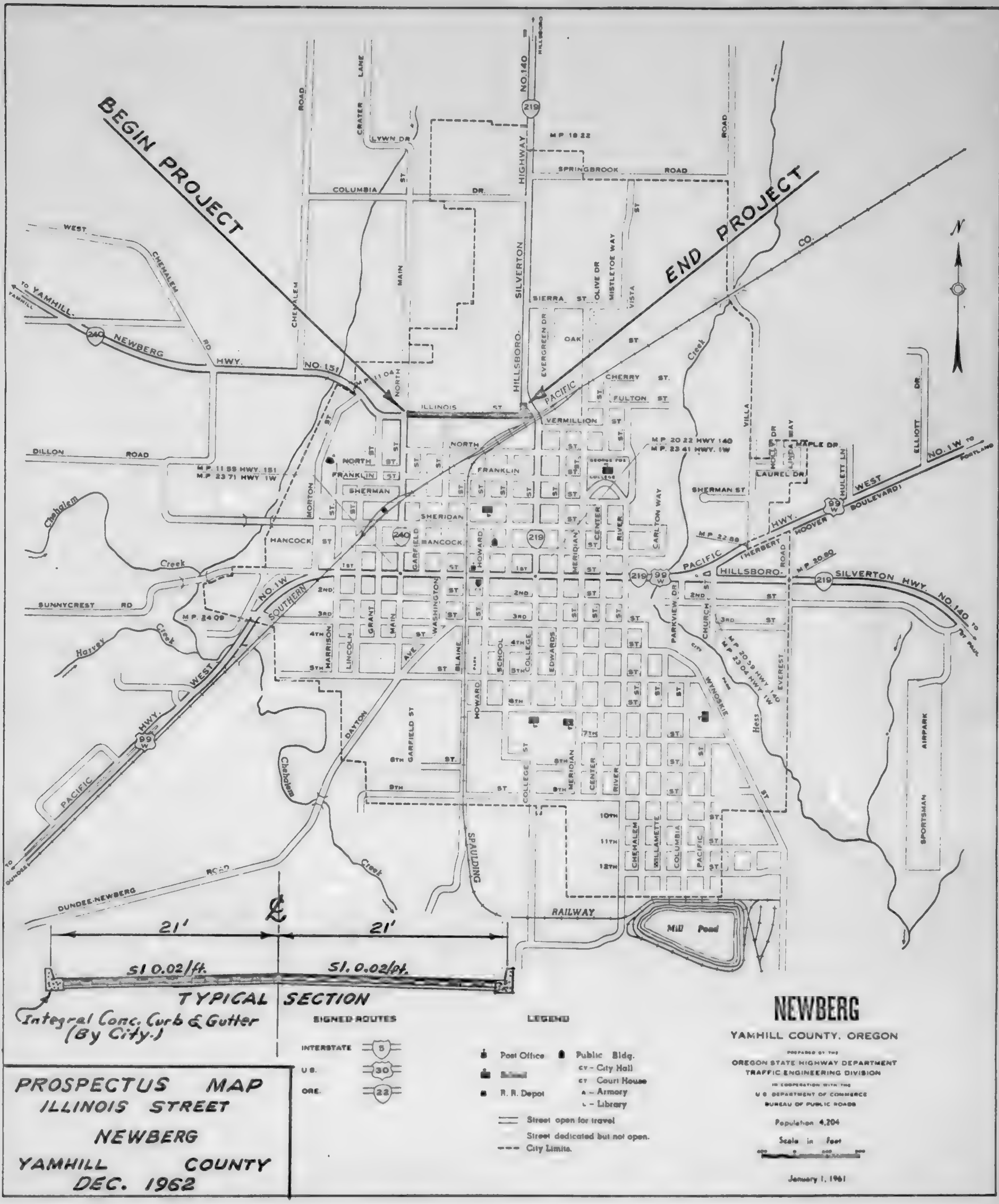
The City of Newberg will make adjustments for water mains and all arrangements for required utility adjustments.

There are no railroad crossings or stream crossings.

Final agreements with the City of Newberg will be necessary.

December 18, 1962
Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
Carl Plog
Research Division
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



PROSPECTUS MAP
ILLINOIS STREET
NEWBERG
YAMHILL COUNTY
DEC. 1962

11-2-62

NEWBERG

PRELIMINARY ESTIMATE

1963 SPECIAL CITY ALLOTMENT PROJECT

Illinois Street from N. Main Street easterly to the Hillsboro-Silverton Highway, a distance of approximately 0.30 mile.

Grade; place 12" base rock, 2" leveling course, and 3" asphaltic concrete pavement 42' wide.

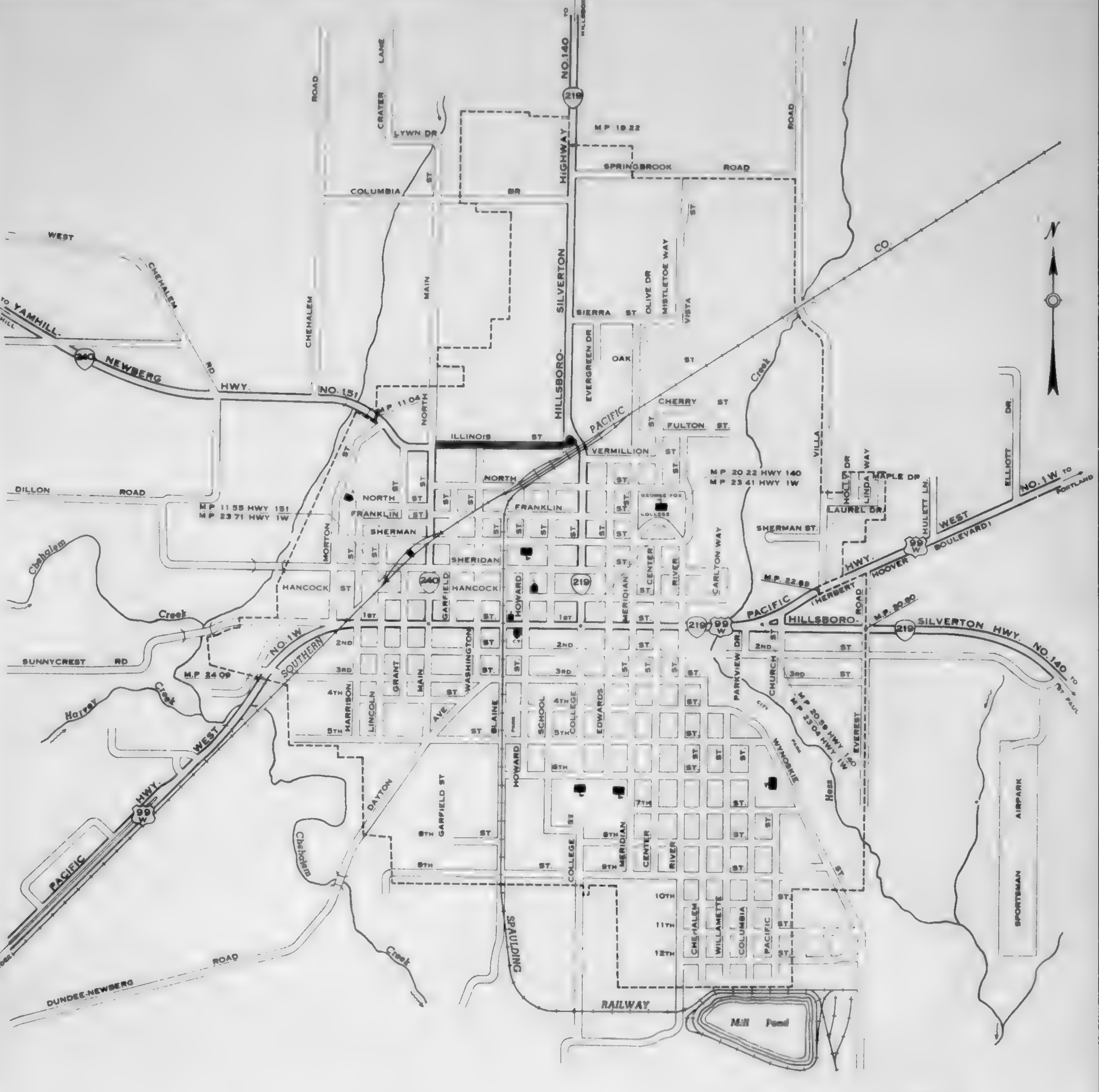
(City to construct all drainage facilities and place concrete curbs prior to State's project.)

Item	Quantity		@	Total
General excavation	3000 2400	c.y.	$ 1.25	$ 3,000.00
Coarse crushed material in base	2800 2900	c.y.	3.30	9,240.00
3/4"-0" in base	520 550	c.y.	3.50	1,925.00
Sprinkling	90 65	M/gal.	4.00	260.00
Preparation of base	0.30 0.30	mile	1000.00	300.00
3/4"-0" in binder course	65 48	c.y.	6.50	312.00
RC-250 asphalt in binder	8 8	tons	75.00	600.00
Class B asphaltic concrete	1255 1350	tons	8.25	11,137.50

Estimate of construction cost	$26,774.50
12-1/2% engineering and contingencies. .	3,346.81
Survey	850.00
	$30,971.31

TOTAL ESTIMATE: $31,000

HCA:mm
11/2/62



SIGNED ROUTES

- INTERSTATE 5
- U S 30
- ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

NEWBERG

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,204

Scale in Feet

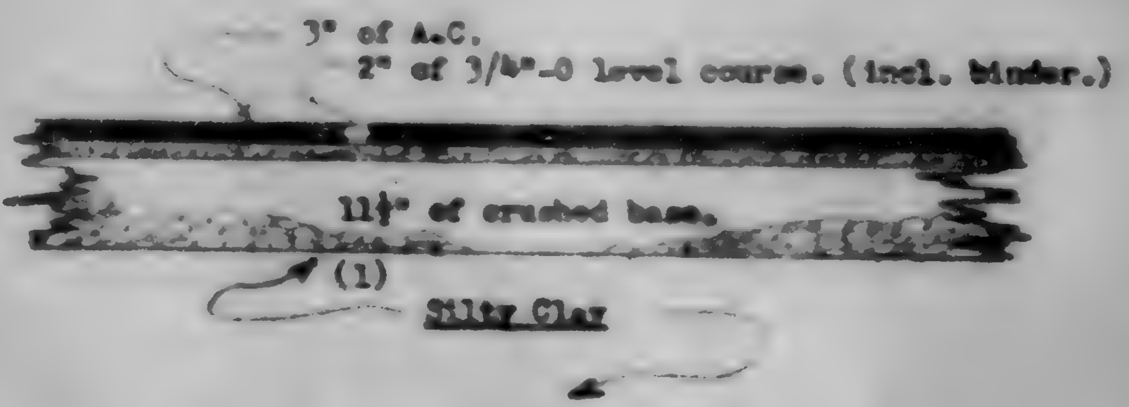
January 1, 1961

Highway CITY OF NEWBERG County YAMHILL Profile

Length of Project ___ Miles. From West End Sec. N. Main St. to East End Sec. College St. Date 9-12-62

TYPICAL SECTIONS Traffic Classif. - MEDIUM (Info from H.C. Ayers, Co. - City.)

SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS
COMPLETED AT THE REQUEST OF COUNTY - CITY.


3" of A.C.
2" of 3/4"-0 level course. (incl. binder.)
11½" of crushed base.
(1)
Silty Clay

(1)
Typical Soil
37 LL
17 PI
93 % P200
(No Reduction)
0 % Gravel
2 % Coarse Sand
5 % Fine Sand
60 % Silt
33 % Clay
4 "R" Value (Corrected)
AASHO CLASSIF. - A-6 (11)

9-12-62

NOTE:
The soil tests indicate need for a blanket. If 15% of the coarse base material passed the #40 sieve, contamination by the fine-grained soil subgrade would be prevented.

Required Base & Surf. Crushed	Required Base & Surf. Not Crushed	Designed Base & Surf. Exist. Surf. Allow.	Designed Base & Surf. New Work	
			3	AC
			2	Level
			11½	Cr Base
16½			16½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer. PAVING TYPE - City Preference.											

Submitted by H W Garbrough
State Assistant
Recommended by
Recommended by
Construction Engineer
Approved by
Asst. State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

PROJECT DATA, CITY OF Newberg, Oregon Date August 22, 1962

To be financed by City and Special City Allotment Fund

Street name Illinois Street
(Locate project on attached map.)

Project length 0.30 miles

Desired width: 42 feet
(Four lanes, parallel parking both sides = minimum 64'
Four lanes, parallel parking one side = minimum 58'
Two lanes, parallel parking both sides = minimum 42'
Two lanes, parallel parking one side = minimum 36')

Surface now in place: Oil____ Paving____ Gravel x

Present surface width: ______ feet

RIGHT-OF-WAY -

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes____ No x

Will City provide required right-of-way? Yes x No____

Additional right-of-way to be acquired as part of project? Yes____ No x

State to furnish right-of-way descriptions? Yes____ No x

Give width of intersecting streets: 60

Are intersecting streets curbed? Yes____ No x

Remarks

CONCRETE CURBS -

Now in place? Yes____ No x

Width between present curbs: ______ feet

City to construct curbs? Yes x No____

To be constructed as part of project? Yes____ No x

Length of desired radius on curb returns: 15 feet

Does City desire special type of curbs? Yes____ No____

Explain:

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes x No___

Present sidewalks, Length: 500 feet; Width: 4 feet

Distance between present sidewalks: 50 feet

Are sidewalks to be constructed as part of project? Yes___ No x

Width of sidewalks to be constructed: ______feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

______feet N.__ S.__ E.__ W.__

______feet N.__ S.__ E.__ W.__

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: ______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes x No___

If yes, are they adequate for increased flow? Yes x No___

Indicate depth of main lines from present surface: ______feet

To be constructed by City? Yes x No___

To be constructed as part of project? Yes___ No x

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes x No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: ______feet

Remarks____

____

____

WATER MAINS -

Now in place? Yes_x_ No___

If yes, how deep from present surface? _______feet

To be adjusted by City? Yes_x_ No___

To be adjusted as part of project? Yes___ No_x_

Remarks____

____

DRIVEWAYS -

To be constructed as part of project? Yes___ No_x_

Asphaltic concrete? Yes___ No___

Portland cement? Yes___ No___

How many? __________

Must driveways be Portland Cement to comply with City code? Yes___ No___

Is there a City ordinance specifying width and number of driveways permitted?
Yes___ No___ (If yes, please include copy of ordinance.)

Remarks____

____

FRANCHISED UTILITIES (City is to arrange for any required adjustment.) - - -

Gas lines? Yes_x_ No___

Electric poles? Yes_x_ No___

Which company?_Portland General Electric Co.
(NOTE: If City-owned, City to adjust.)

Telephone poles? Yes_x_ No___

Which company?_West Coast Telephone Co.___

Railroad tracks? Yes___ No_x_

Which company?_____________________________

Is crossing presently protected
by automatic railroad signals? Yes___ No___

Remarks____

____

WORK TO BE DONE BY CITY AS PART OF PROJECT - - - - - - - - - - - - - - - - - -

Grading? Yes ___ No x

Clearing? Yes x No ___

Base rock? Yes ___ No x

Concrete curbs? Yes x No ___

Driveways? Yes x No ___

Remarks ______________________________

GENERAL INFORMATION -

Are City finances available? Yes x No ___

When available? Date ______________________

If project is being designed by State for City construction, all costs must be borne by City. This includes survey, location, preparation of project for specifications, etc. If construction engineering is performed by State, this cost also shall be borne by City.

Has City established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ___________

To be advised at later date.

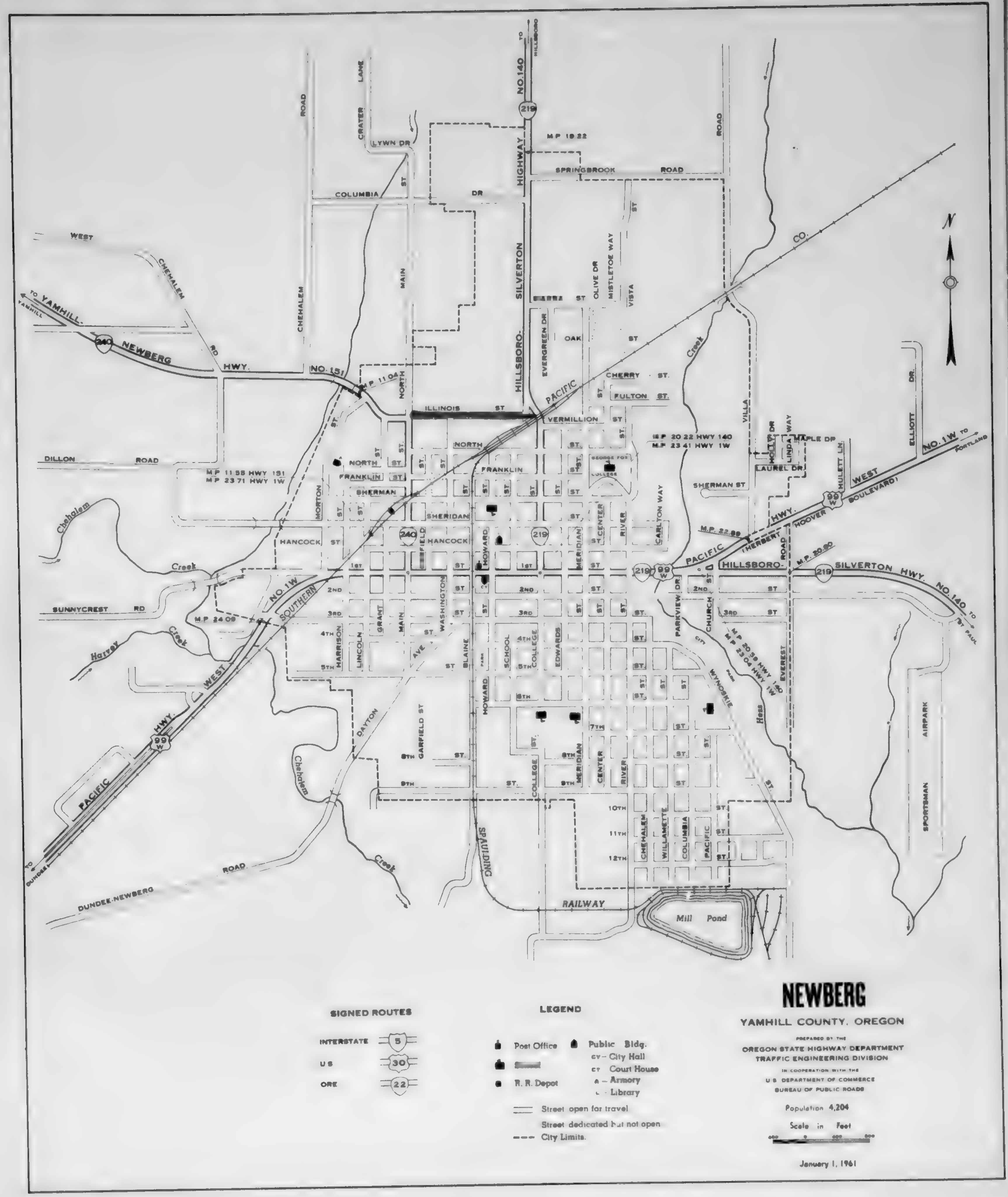
All construction called for above shall be performed within the curbed section except for sidewalks, driveways, and connections to existing intersecting streets.

General remarks: ______________________________

By R. M. Smith
Mayor

By M. C. Gilbert
City ~~Manager~~ Recorder

By Willis Probasco
City Engineer



NEWBERG

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,204

Scale in Feet

January 1, 1961

Cor 7-2-62

Cox

RECEIVED
JUL 9 1962
FOR FILING
536-1719
6290

7-2-62

RESOLUTION

WHEREAS, it has been brought to the attention of the Council of the City of Newberg, Oregon, that the Highway Department of the State of Oregon has offered to expend the sum of $20,000 for the purpose of improving and paving Illinois Street from Main Street east to Deskins Street in said City of Newberg as the result of increased use of said streets; and

WHEREAS, the Council is further advised that the above described expenditure of funds by the State Highway Department is conditioned upon the following, to wit:

1. That the City of Newberg obligate itself to pay all costs of said street improvement in excess of the sum of $20,000.
2. That the City of Newberg obligate itself to relocate or reconstruct or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, and all other utility conduits, lines, poles, pipes, of every kind and nature made necessary to be relocated or reconstructed to conform with the proposed plans and ultimate requirements of said project.
3. That the City of Newberg obligate itself to install concrete curbs and drains on a 42-foot street width right-of-way.

THE COUNCIL OF THE CITY OF NEWBERG, OREGON, BEING NOW FULLY ADVISED IN THE PREMISES.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Newberg, Oregon, as follows, to wit:

Porter.
original copy referred To Cox
7-9-62

That in consideration of the expenditure by the Highway Department of the State of Oregon of the sum of $20,000 for the purpose of improving and paving Illinois Street from Main Street east to Deskins Street in said City of Newberg, the City of Newberg specifically agrees as follows, to wit:

1. That the City of Newberg will pay all costs of the aforesaid improvement in excess of the sum of $20,000.
2. That the City of Newberg will install all sewer facilities, curbs, drains, reasonably necessary in the fortseeable future within the portion of siad streets so proposed to be paved, prior to paving thereof.

BE IT FURTHER RESOLVED that the Recorder of the City of Newberg, Oregon, be, and hereby is instructed to furnish a copy of this resolution to the Highway Department of the State of Oregon.

Adopted by the Council at a regular meeting held on the 2 day of July, 1962.

RECORDER

AFFIDAVIT

STATE OF OREGON)
COUNTY OF YAMHILL) SS
CITY OF NEWBERG)

I, M. C. GILBERT, duly qualified and Recorder of the City of Newberg, Yamhill County, Oregon, hereby certify that I have comparged the above copy of the resolution passed and adopted by the Counsil of the said City on the 2 day of July, 1962, and that the above copy is a true and correct transcript of the said resolution.

WITNESS my hand and the seal of the City of Newberg, Yamhill County, Oregon, this 2 day of July, 1962.

RECEIVED
JUL 6 1962
FOR FILING

[illegible]

[illegible]

MEMO TO FILES: July 2, 1962

Re: City of Newberg
Illinois Street

On June 26, 1962, I contacted Mr. Weller Probasco who is the city engineer and designated representative on all dealings on the city's request for a Special City Allotment project on Illinois Street.

Mr. Probasco said he believed the city council would want a 42' curbed street section constructed and would request the council to pass a resolution authorizing this construction, with the city to construct the curbs and drainage and pay all costs in excess of $20,000 for the State's contract to grade, base, and pave.

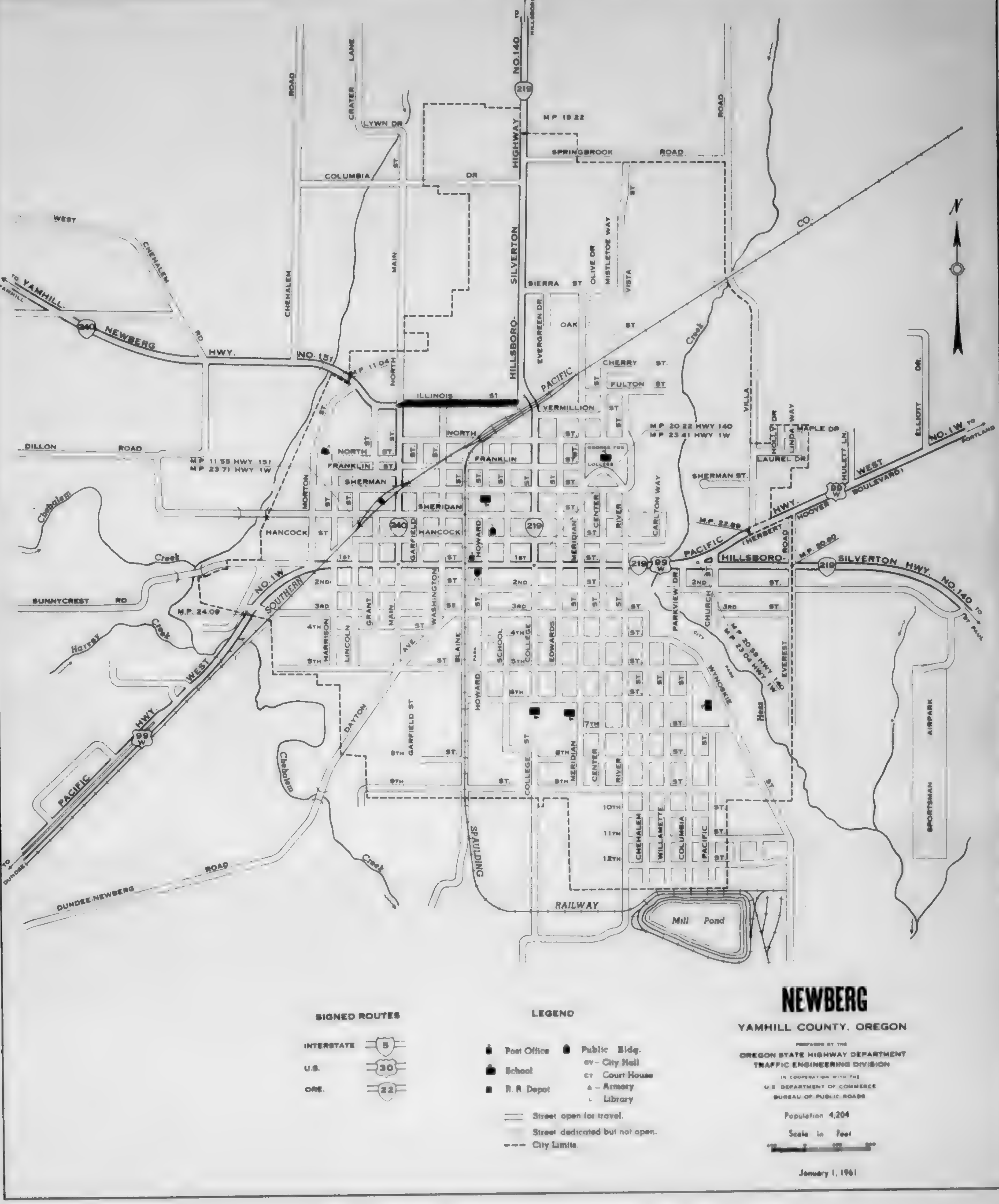
This project will be submitted, along with others, for the commission approval for a 1963 Special City Allotment project.

H. C. Ayers
Harold C. Ayers
County and City Relations Field Engineer

cc: Tom Edwards ✓

RECEIVED
JUL 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS



NEWBERG

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,204

Scale in Feet

January 1, 1961

Copy

Newberg

REFERRED
TO Cox
FOR
R. L. PORTER

NOTED
R. H. PRANGE

NOTED
7-9-62 H. S. COX

RESOLUTION

NOTED
DON HARWELL

WHEREAS, it has been brought to the attention of the Council of the City of Newberg, Oregon, that the Highway Department of the State of Oregon has offered to expend the sum of $20,000 for the purpose of improving and paving Illinois Street from Main Street east to Deskins Street in said City of Newberg as the result of increased use of said streets; and

WHEREAS, the Council is further advised that the above described expenditure of funds by the State Highway Department is conditioned upon the following, to wit:

1. That the City of Newberg obligate itself to pay all costs of said street improvement in excess of the sum of $20,000.
2. That the City of Newberg obligate itself to relocate or reconstruct or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, and all other utility conduits, lines, poles, pipes, of every kind and nature made necessary to be relocated or reconstructed to conform with the proposed plans and ultimate requirements of said project.
3. That the City of Newberg obligate itself to install concrete curbs and drains on a 42-foot street width right-of-way.

THE COUNCIL OF THE CITY OF NEWBERG, OREGON, BEING NOW FULLY ADVISED IN THE PREMISES.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Newberg, Oregon, as follows, to wit:

Porter

NOTED
R. L. PORTER

RECEIVED
JUL - 6 1962
OREGON
STATE HIGHWAY COMMISSION

That in consideration of the expenditure by the Highway Department of the State of Oregon of the sum of $20,000 for the purpose of improving and paving Illinois Street from Main Street east to Deskins Street in said City of Newberg, the City of Newberg specifically agrees as follows, to wit:

1. That the City of Newberg will pay all costs of the aforesaid improvement in excess of the sum of $20,000.
2. That the City of Newberg will install all sewer facilities, curbs, drains, reasonably necessary in the foreseeable future within the portion of siad streets so proposed to be paved, prior to paving thereof.

BE IT FURTHER RESOLVED that the Recorder of the City of Newberg, Oregon, be, and hereby is instructed to furnish a copy of this resolution to the Highway Department of the State of Oregon.

Adopted by the Council at a regular meeting held on the 2 day of July, 1962.

MC Gilbert

RECORDER

AFFIDAVIT

STATE OF OREGON)
COUNTY OF YAMHILL) SS
CITY OF NEWBERG)

I, M. C. GILBERT, duly qualified and Recorder of the City of Newberg, Yamhill County, Oregon, hereby certify that I have compared the above copy of the resolution passed and adopted by the Council of the said City on the 2 day of July, 1962, and that the above copy is a true and correct transcript of the said resolution.

WITNESS my hand and the seal of the City of Newberg, Yamhill County, Oregon, this 2 day of July, 1962.

MC Gilbert

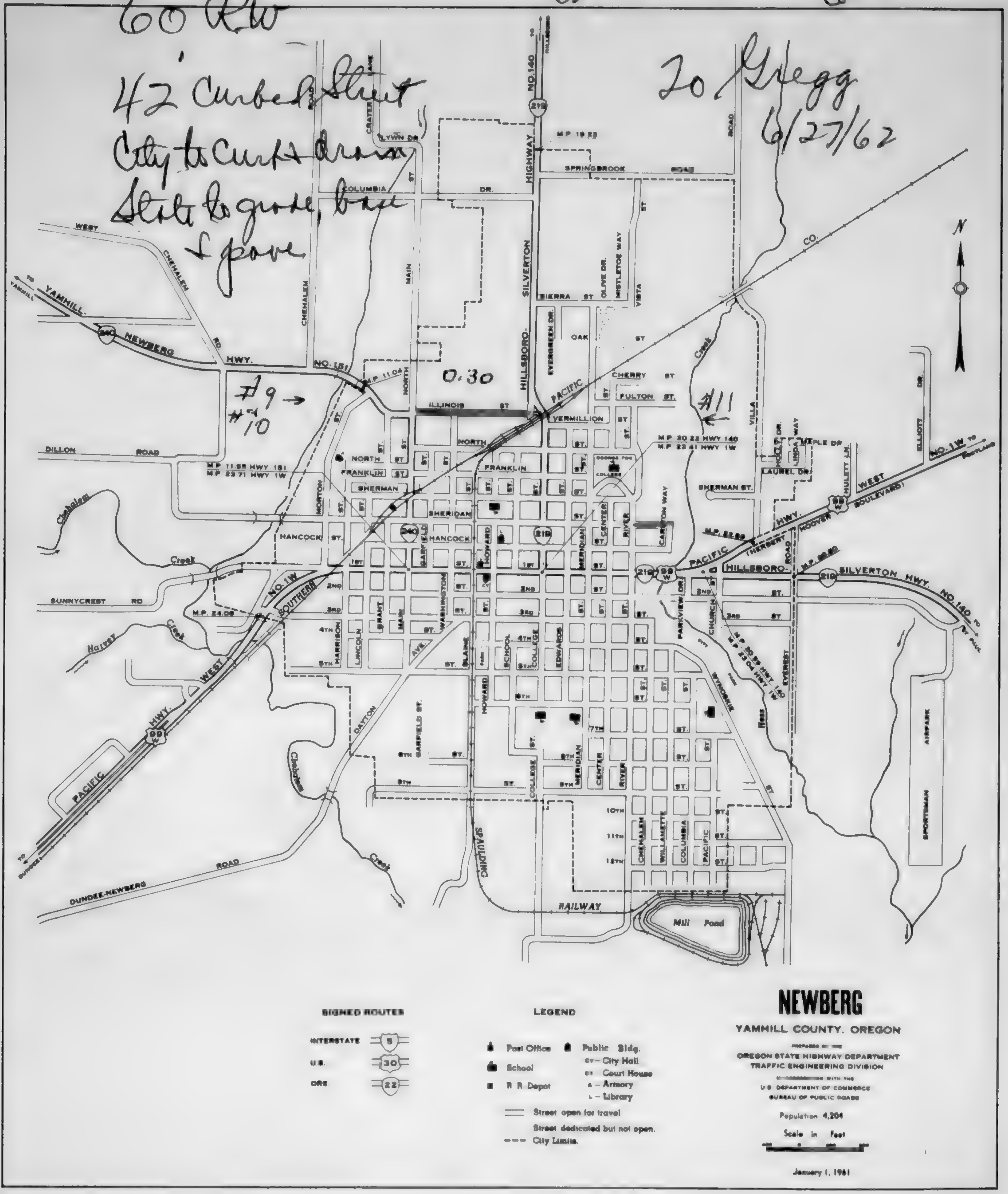
6-26-62

60 RW

42' Curbed Street,
City to Curb & drain
State to grade, base
& pave

Probable '63

To Gregg
6/27/62



0.30

#9 →
#10

#11

NEWBERG

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,204

Scale in Feet

January 1, 1961

RESOLUTION

6-20-62

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Newberg is an incorporated city of the State of Oregon and has a population of 4280 as given by the latest official census; and

WHEREAS, the following streets of said city,

Illinois Street from Main Street East to Hillsboro Hiway and

and Sheridan Street from River Street East to Carlton Way.

RECEIVED
JUN 22 1962
ENGINEER
COUNTY & CITY RELATIONS

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Newberg does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate G.W. Probasco as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20 day of June, 19 62.

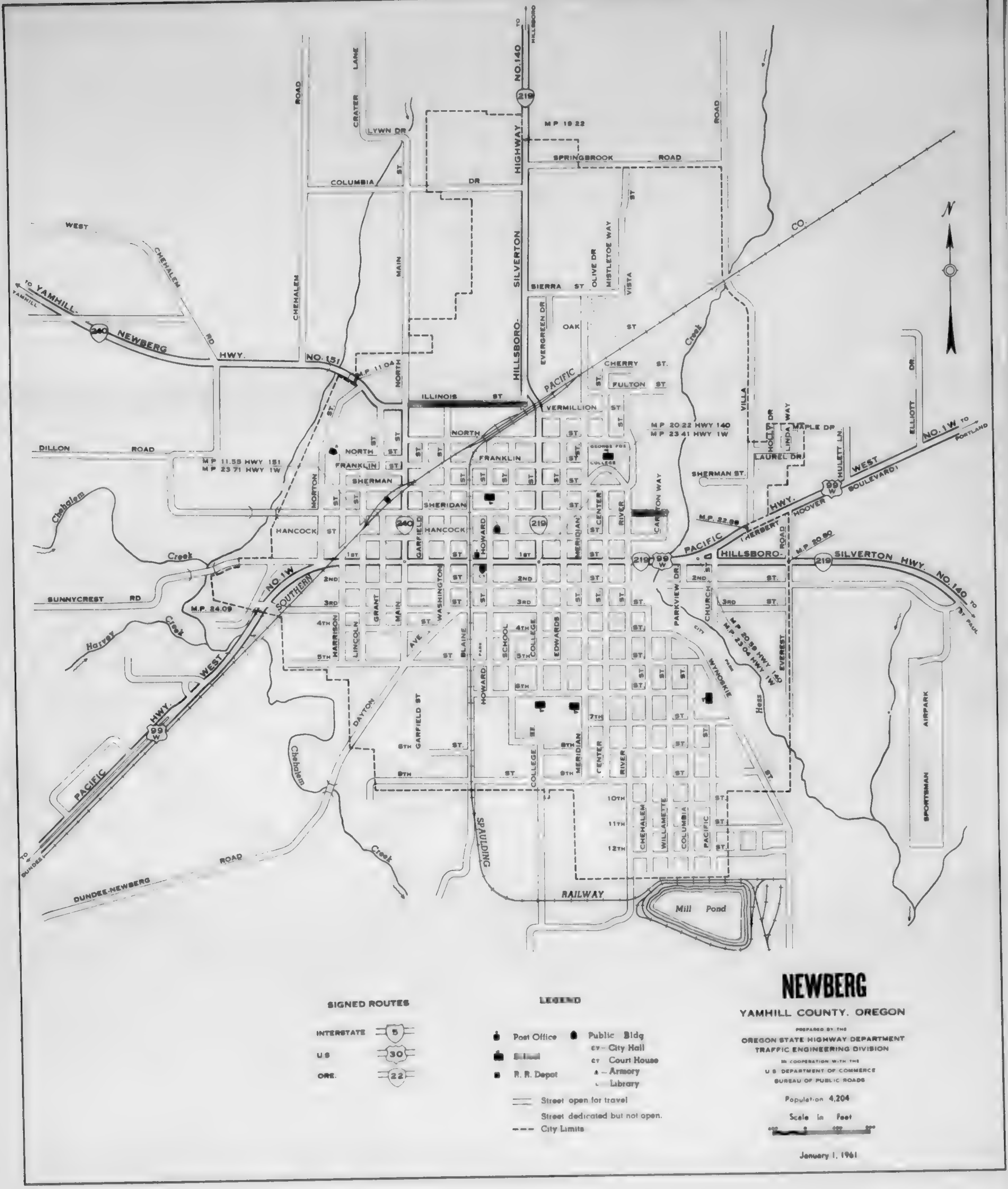
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Newberg at a regular or special meeting of said Council, held on the 20 day of June, 19 62, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20 day of June 19 62

McGilbert
City Recorder

414 E First St



NEWBERG

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,204

January 1, 1961

CITY OF NEWBERG
NEWBERG, OREGON

May 17, 1962

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Under the provisions of ORS 366.800 and 366.805 regarding state highway funds appropriated for allocation to cities, we would like to submit application for improvements of streets.

The City of Newberg wishes to submit application for grading and paving of Illinois street and the one block of the West end of Sheridan street.

Said streets have and will be subjected to more traffic.

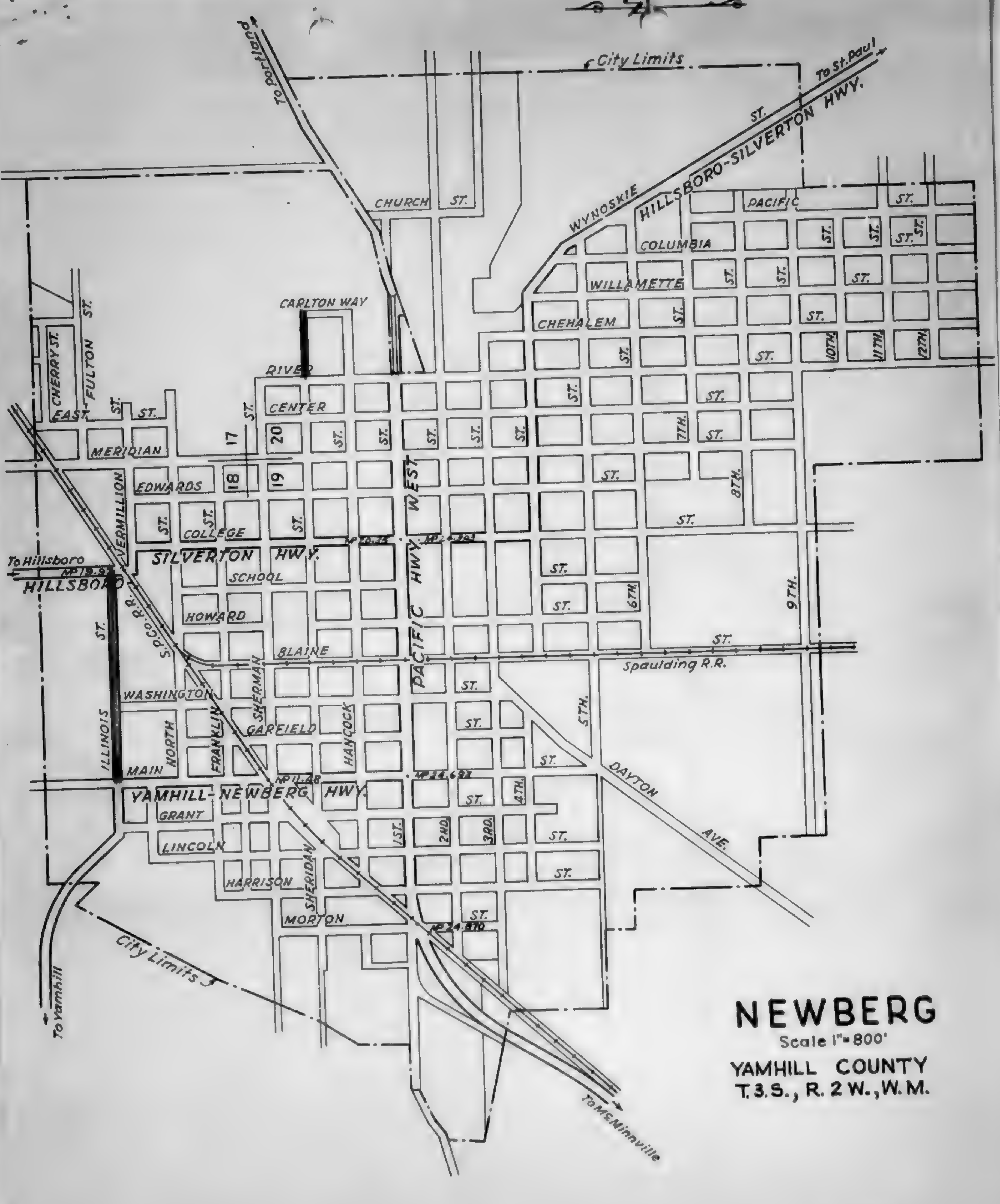
Very truly yours,

MCGilbert

M.C. GILBERT,
CityRecorder

MCG:l
Enc. City Map.

RECEIVED
MAY 21 1962
OREGON
STATE HIGHWAY COMMISSION



NEWBERG

Scale 1"=800'

YAMHILL COUNTY

T.3.S., R.2W., W.M.

Rev 5-17-52

FORM E-20 50M 3-61 84397

PLEASE RETURN TO
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1962

SUBJECT: Request for Improvement of Illinois Street - Newberg

To:

Tom Edwards
Assistant State Highway Engineer

Building

Please note the attached letter from A. E. Johnson dated May 3, 1962, letter from B. P. Huntley dated April 30, 1962, and a petition from 22 residents of Newberg requesting the improvement of four blocks of Illinois Street which received heavy use as a connection between Secondary Highways 219 and 240.

State Highway Maintenance equipment has been using the connection inasmuch as it effects a saving of 12 blocks each time our equipment leaves or returns to the Maintenance headquarters from the Yamhill-Newberg Secondary. Much other traffic than State maintenance equipment is using the connection as the same saving in distance is available to them, also.

Mr. Huntley and Mr. Johnson recommend we discontinue using the connection and advise the petitioners to contact the City inasmuch as the connection is a city street.

We believe the problem is more serious than this. Possibly we should inform the petitioners of the facts involved as recommended and then follow up by contacting the City officials and making some arrangements whereby the street will be available for our continued use.

In a similar situation in Baker the State cooperated with the City in improving a street that carried heavy traffic between two highways in this manner.

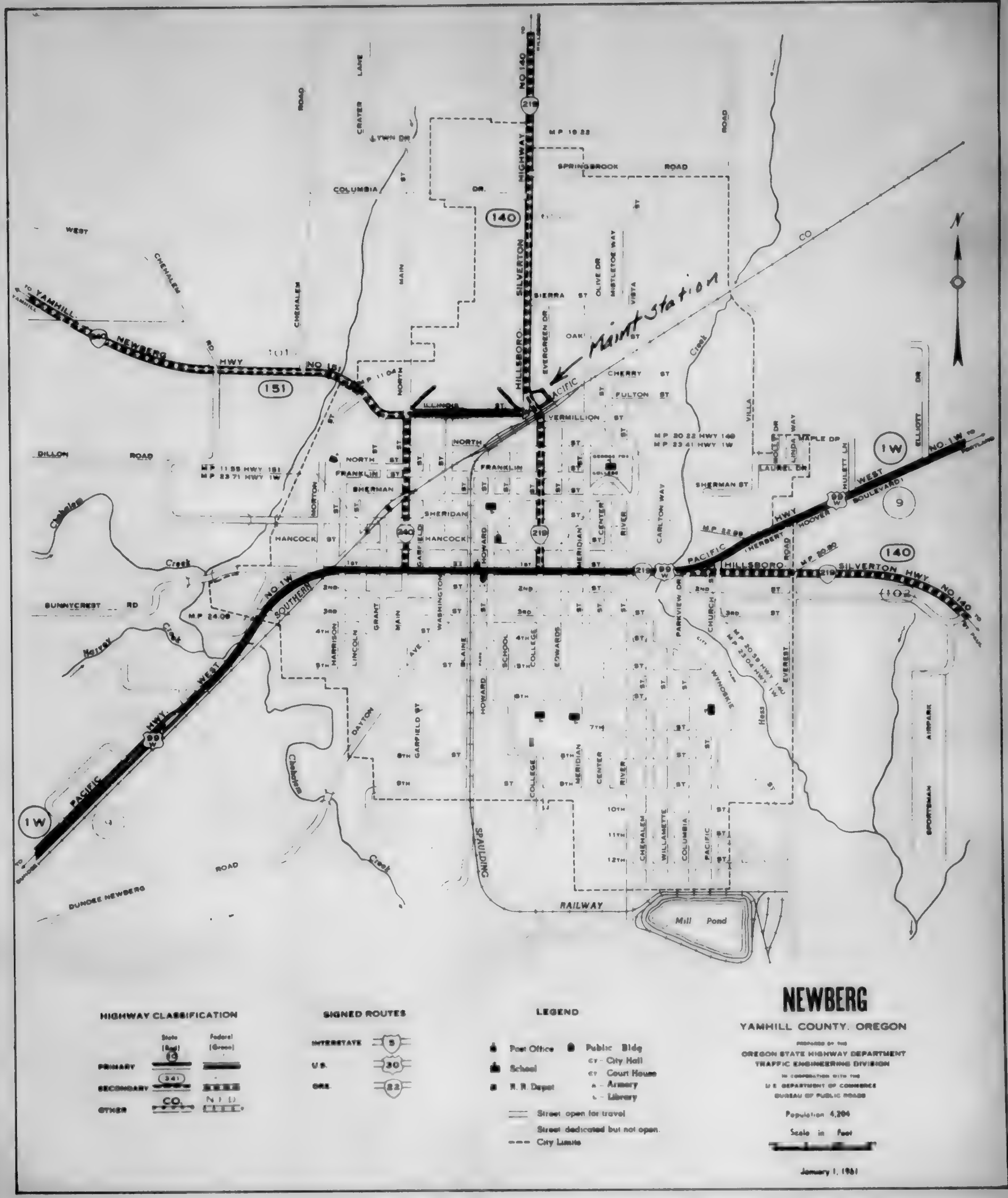
[illegible]

I. A. DeFrance
Maintenance Engineer

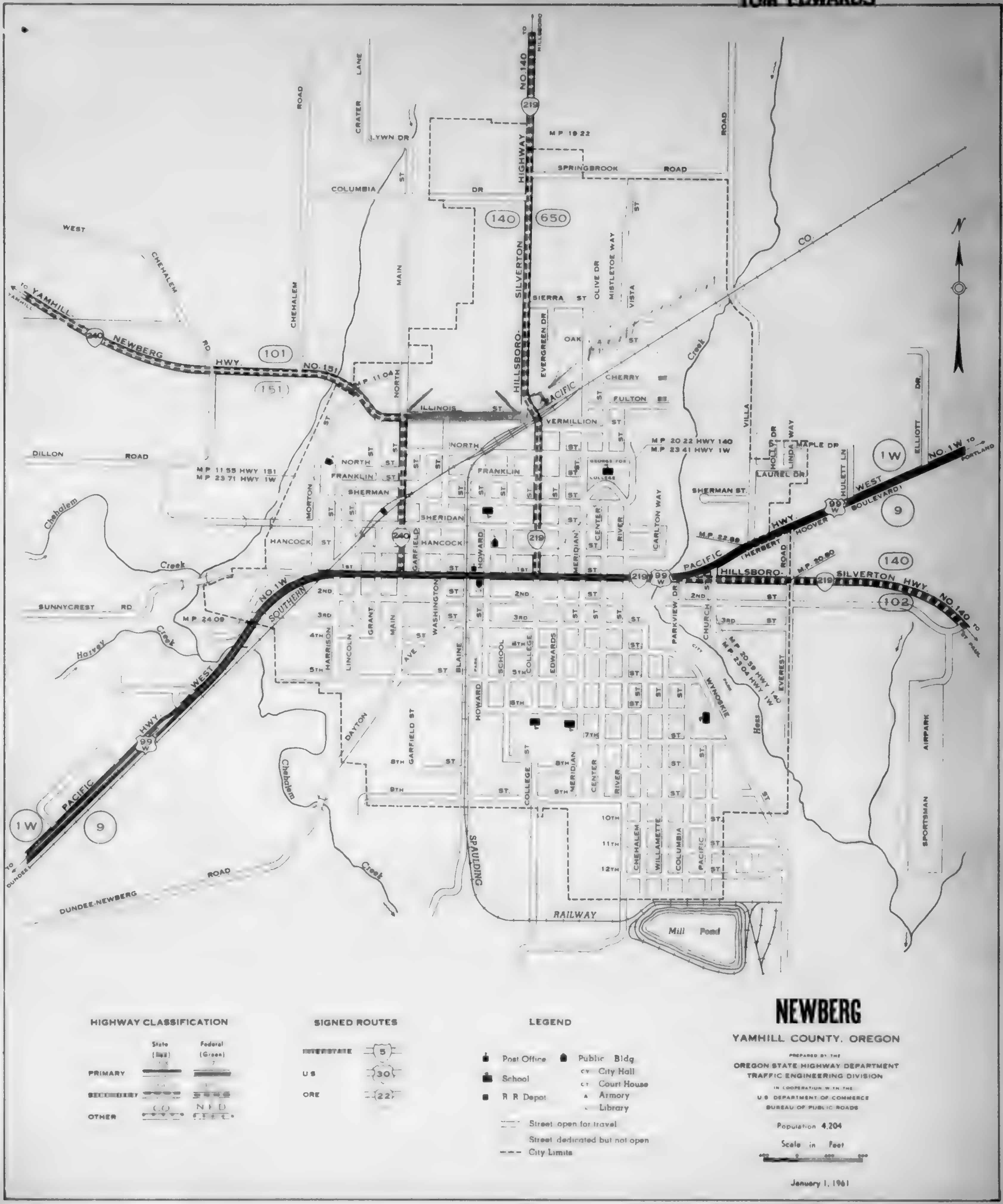
IAD:je
Enclosure

Attempt to get this in special $250,000 fund.
H.C. 5-17-62

PLEASE RETURN TO
TOM EDWARDS



PLEASE RETURN TO
TOM EDWARDS



NEWBERG

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,204

Scale in Feet

January 1, 1961

S-168(4) W. Unit, Rock Cr.-Haines Sec., 1963
FAS 507 (Stone base & Oil.)
#6291

C&A 2608
5-17-63

/

FAS 509
Baker Co

NOTED
H. S. COX

June 22, 1964

NOTED
P. E. [illegible]

NOTED
[illegible]

Baker County Court
Courthouse
Baker, Oregon

NOTED
R. M. ALLISON

file

Gentlemen:

Final costs are now available on the Keating Bridge Section, FAS 509, Contract No. 5998 and the West Unit, Rock Creek-Haines Section of FAS 507, Contract No. 6291, as shown in the enclosed cost statements.

In accordance with agreements dated October 20, 1961 and March 16, 1963, the amount of $4,727.30 is due the County.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

fas [illegible] 507
Baker Co

See fas 509 for
transmittal notice
6-22-64

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-15-64	CC 872		501-1056-297

INVOICE NUMBER
81886

Baker County
Courthouse
Baker, Oregon
Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: West Unit, Rock Creek-Haines, FAS 507. Coveredby agreement dated March 16, 1963.			
County advance deposit		12,900.00	
Less amount previously transferred		9,900.00	3,000.00
County Share as perattached statement		11,723.20	
Less amount previously transferred		9,900.00	1,823.20
To be refunded			1,176.80

RECEIVED
JUN 18 [illegible]
ENGINEER
COUNTY & CITY [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Re[illegible] on Request: $
By

NOTED

A 150 (REVISED 7-60)

RECEIVED
NOV 12 1963

FOR FILING

[illegible]

[illegible]

November 8, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On October 7, 1963, we wrote to you concerning release of final payment on contract #6291, awarded to Arthur Simonsen & Co., for stone base-oiling the West Unit of the Rock Creek-Haines Section of FAS Route #507 in Baker County.

Final payment on this contract is $2,839.93 and the total contract amount is $55,391.45. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Arthur Simonsen & Co.,
3005 North 3rd Street
Baker, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 7 1963
FOR FILING

6291

October 7, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 16 on Contract No. 6291. The contract was with Arthur Simonsen and Company and was for stone base and oiling on the West Unit, Rock Creek-Haines Section of FAS Route 507 in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 7, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL
No. 14

For Week Ending Sept. 20, 1963

Section West Unit, Rock Creek - Haines

Kind of work Stone Base & Oiling

Highway F A S 507 County Baker

Section prefix S- 168 (4) 501-1056

Contractor Arthur Simonsen & Co.

Contract number 6291

Date of contract June 12, 1963

Specified work days 60

Date work started June 17, 1963

Work days used 53

Project authorization $64,460.81

Exclusive of engineering $59,876.93

Per cent of time elapsed 88 %

Estimated cost of completed project, exclusive of engineering $55,578.30

Estimated per cent ~~overrun~~ or underrun 4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $4,583.88

Engineering cost to date $6,210.19, 135 %

Date project was completed September 16, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None	None	None	None	100	100	None

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

A final brooming of the oil mat seal was done on Monday at which time all but a light Sprinkling of rock was broomed off. Clean-up of the job was completed Monday P.M.

The Baker County Roadmaster accepted the job for Baker County, Monday at noon.

Mr. Parson (Division Engineer) made a final inspection of the project last Wednesday.

CONSTRUCTION DIVISION
RECEIVED
SEP 23 1963

Signed J C Hiatt

Address La Grande Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.57		2.57	
Miles partially completed		2.57		2.57	
Miles completed		2.57		2.57	
Total estimated quantities (contract)		34,630 CY		Asph. 204 Agg. 1,890	
Total quantities corrected to date		34,460 CY		188 1,859	
Estimated quantities moved or placed to date		34,460 CY		188 1,859	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				1	

Men 1

Supervision

Men and trucks under 3 tons

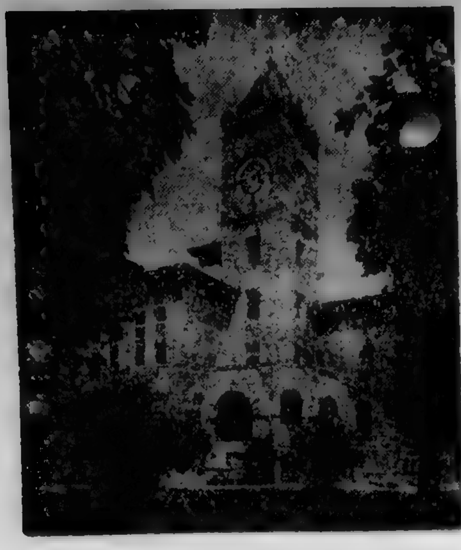
Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ... 1 drag broom ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Intermittent showers		
Tuesday	overcast- fair		
Wednesday	Fair- Moderate		
Thursday			
Friday			
Saturday			



LLOYD REA
COUNTY JUDGE
R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

NOTED
Harold C. Ayers

July 22, 1963

S 507

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
V. R. JONES

Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: H.S. Cox
County and City Engineer

Dear Mr. Cox:

This is in answer to your letter of July 19, 1963, regarding the West Unit, Rock Creek-Haines Road.

We have discussed the oiling aggregates specifications with the La Grande office, and they advised that some of the sizings are off. Upon further discussing this matter the County Court feel this rock could be used and would like to go ahead with the project.

Sincerely yours,

Lloyd Rea

Lloyd Rea
County Judge

LR:bvl

RECEIVED
JUL 23 1963
ENGINEER
COUNTY & CITY DIVISION

Copies to

F.D. Morgan.
A.F. Parsons.
J. W. Walker

JUL 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 196
OREGON
STATE HIGHWAY COMMISSION

July 19, 1963

NOTED
Harold C. Ayers

Hon. Lloyd Rea
Baker County Judge
Courthouse
Baker, Oregon

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Dear Judge Rea:

It has come to the attention of this office, through Mr. John H. Walker, Field Testing Engineer, that the oiling aggregates produced by Baker County for the West Unit, Rock Creek-Haines Road, FAS 507, Contract #6291 do not meet specifications in that the sizing is somewhat off.

As you know, the State must furnish the B.P.R. a certification that all work has been accomplished according to plans and specification upon completion of the project.

This division would appreciate a letter from you stating that you have been advised of the above situation but that you still desire that this rock be used on this job.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

NOTED
V. R. JONES

HSC:mm

FORM E-30 [illegible] 11-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1963

SUBJECT: W. Unit, Rock Creek-Haines Road
Baker County - FAS 507

To: MEMO TO THE FILES

NOTED
DON HARWELL

Regarding letter dated June 27, 1963, to Mr. Morgan from A.F. Parson, Division Engineer -- attached to this letter were laboratory reports which show failing material for oiling aggregates. C. D. Cannon was contacted by phone and asked to have stockpiles re-sampled which was done. Results of re-sampling confirmed the previous laboratory reports in showing the material somewhat out of specifications.

The aggregate was produced by Baker County and stockpiled for this FAS project. A contract was let and contractor is ready to proceed on an oiling project for this section. It was discovered that material was not in specifications and the letter followed.

After receiving the additional sampling and screening data, I contacted the Bureau of Public Roads Engineers, Mr. Jensen and Mr. Brooks, and discussed this situation at length. Results of this meeting were that the matter was considered a State problem in that the Bureau policy is to, as much as possible, let the State control FAS projects.

In this case a certification is necessary at the end of the project which will confirm that the contract work was accomplished according to plans and specifications. As it so happens there is nothing in the contract regarding crushing of the materials or their exact specifications. The contract calls for placing the various aggregates from State controlled stockpiles. It is the Bureau's opinion that if the State believes it can obtain a proper final product with the aggregates available and will give proper certification of this at the end of the job, this will be what is necessary from their standpoint.

RECEIVED
JUL - 9 1963
ENGINEER
COUNTY & CITY DIVISION

Knowing the situation of off specification aggregates, I believe that Baker County should be required to provide us with a letter assuming full responsibility for any failure that may in the future occur to this section due to these aggregates.

John H. Walker
Field Testing Engineer

JHW:bjh

cc: F. D. Morgan

RECEIVED
JUL - 9 1963
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 2 3 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSMITTAL NO. 7-4 FOR FILING	FOR -2 (REV. 61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 7-17-63	COUNTY Baker
PROJECT REPORT NO.		PROJECT NO. S-168(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Rock Creek, East 2.7 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-28-63	2.701
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 63,028.00	$ 39,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. V. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 17, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis ofthe charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an Overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-168(4)

WEST UNIT, ROCK CREEK-HAINES SECTION

OF FAS 507 IN BAKER COUNTY.

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon June 26, 1963

TYPE CODE 5231
Roadway (Sta. 275+61 to Sta. 133+00) (Contract No. 6291)

Selected Roadbed Topping	28,800 cu.yd.	$ 1.00	$28,800.00
Hauling and Placing 3/4"-0 Material in Leveling Course	5,830 cu.yd.	1.45	8,453.50
Sprinkling	720 M-gal.	3.00	2,160.00
Preparation of Base	2.70 mile	300.00	810.00
Hauling and Placing 3/4"-0 Material in Binder Course	260 cu.yd.	2.50	650.00
Hauling and Placing Aggregates	1,630 cu.yd.	2.50	4,075.00
MC-250 Asphalt	40 ton	60.00	2,400.00
120-150 Asphalt	128 ton	55.00	7,040.00
RS-1 Asphalt	36 ton	60.00	2,160.00
Extra for Oiling Approaches	5 each	50.00	250.00
			$56,798.50
Flagging (57½% of Contractor's Cost)	All Req.		$ 300.00
Signing	All Req.		200.00
			$ 500.00
	Subtotal		$57,298.50
	10% Engr. & Cont.		5,729.50
	Total		$63,028.00

Length of Roadway - - - - - - - - - - 2.701 Miles
Cost of Roadway Per Mile - - - - - - $23,335.06

Federal Funds -	$39,700.00
State Funds -	11,664.00
County Funds -	11,664.00
	$63,028.00

State Funds for Const: Chap. 175, laws 1917; Chap 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

NOTED
H. S. COX

NOTED
DON HARWELL

July 5, 1963

Baker County Court
Courthouse
Baker, Oregon

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $12,900 on the West Unit, Rock Creek-Haines Section, FAS 507. Contract No. 6291 has been awardeded to Arthur Simonsen & Company of Baker.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

ORE WAY DEPARTM

INVOICE

NOTED
Harold C. Ayers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-11-63	CC 810		501-1056-297

NOTED
H. S. COX

INVOICE NUMBER 78961

RECEIVED
JUN 17 1963
ENGINEER
COUNTY & CITY DIVISION

Baker County
Courthouse
Baker, Oregon
~~Attention: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
ADVANCE DEPOSIT			9,900.00
Partial transfer of county's advance deposit for the West Unit, Rock Creek-Haines Section, FAS 507, covered by agreement dated March 16, 1963.			9,900.00
To be refunded			None

NOTED
V. R. JO

NOTED
R. H. PRANGE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..................

By ....

A 150 (REVISED 7-60)

RECEIVED
JUL 1 1 1963
FOR FILING

5-168(4)
6291

June 12, 1963

Arthur Simonsen and Company
3005 E. Third Street
Baker, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, accepted your proposal for stone base and oiling on E. Unit, Rock Creek-Haines Section of FAS 507 in Baker County for the sum of $56,796.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6291. Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

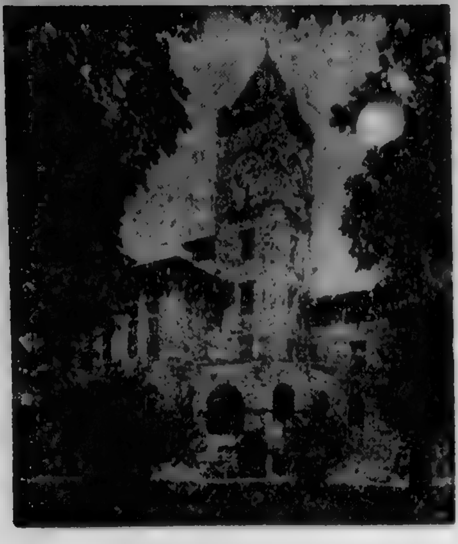
Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Pac. Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.



LLOYD REA
COUNTY JUDGE
R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

NOTED
H. S. COX

June 10, 1963

NOTED
DON HARWELL

NOTED
[illegible]

H. S. Cox
County & City Engineer
State Highway Department
Salem 10, Oregon

Attention: Verne R. Jones
Planning Engineer

Dear Mr. Jones:

Enclosed you will find a Baker County Warrant in the amount of $12,900.00, as per request of your letter for the construction of the W. Unit, Rock Creek Haines Section of Fas 507.

Sincerely,

Lloyd Rea

Lloyd Rea,
County Judge

LR:bvl

Encl: Baker County Warrant $12,900.00

NOTED
JOHN D. GRAHAM

RECEIVED
JUN 11 1963
ENGINEER
COUNTY & CITY DIVISION

Check to Herr
Young notified

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

June 4, 1963

Baker County Court
Courthouse
Baker, Oregon

NOTED
V. R. JONES

Gentlemen:

On June 4, a satisfactory bid was received from Arthur Simonsen & Company of Baker for construction of the W. Unit, Rock Creek-Haines Section of FAS 507. As per agreement between county and state, the following advance deposit is required of the county prior to awarding the contract:

Bid Items	$56,798.50
Flagging	300.00
Signing	200.00
Subtotal	$57,298.50
12-1/2% Engineering & Contingencies	7,162.31
Estimated Total Cost	$64,460.81

NOTED
V. R. JONES

County Advance Deposit
20% of $64,460.81 = $12,892.16 or say $12,900.00

Please make this deposit by means of a check or warrant in the amount of $12,900.00 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

RECEIVED
MAY 21 1963

FOR FILING

S 168 (4)

6291

Salem, Oregon
May 17, 1963

Cooperative Construction Agreement
West Unit, Rock Creek-Haines Section
FAS 507, Baker County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Baker County covering the West Unit, Rock Creek-Haines Section of FAS 507 in Baker County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Baker County.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

NOTED

NOTED
H. S. COX

NOTED

May 3, 1963

NOTED
DON HARWELL

Baker County Court
Courthouse
Baker, Oregon

NOTED
R. H. PRANGE

Gentlemen:

Enclosed are two copies of an agreement in connection with the West Unit, Rock Creek-Haines Section, FAS 507.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than May 20, 1963.

It is presently planned to accept bids for this project at the June 4 letting. The estimate for this project is $80,360.00. Please keep this estimate confidential. A copy of the plans for your records is also enclosed.

Very truly yours,

NOTED
V. R. JONES

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
County & City Planning Engineer

VRJ
Encl.

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
R. H. PRANGE

Section [illegible] Highway F.A.S. 507 County BAKER Profile 501-1407

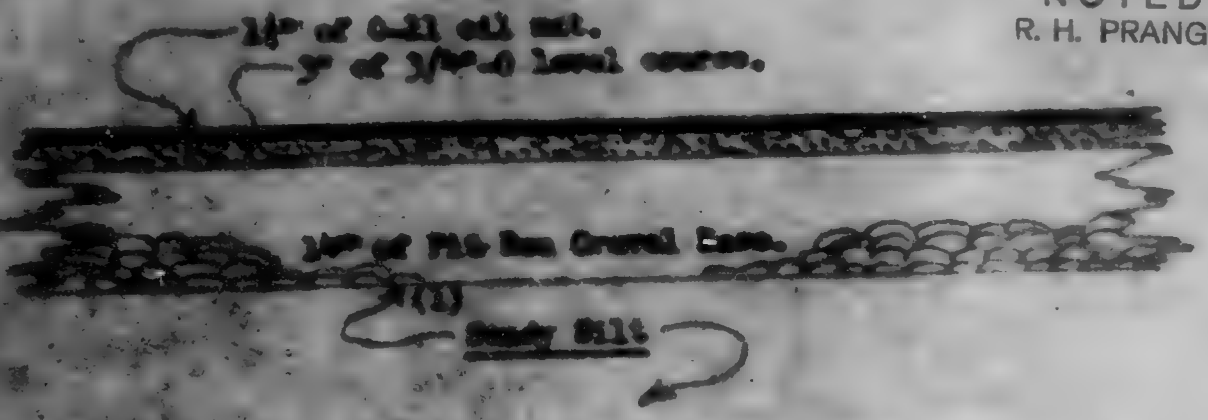
Approx. Length of Project 2.2 miles. Sta. ______ to Sta. ______ Date 4-5-63

NOTED
DON HARWELL

TYPICAL SECTIONS Traffic Classif. - MEDIUM HEAVY (LOGGING AREA)

FROST PENETRATION [illegible]

NOTED
R. H. PRANGE



(1)
Typical Soil

28	LL
6	PI
[illegible]	% Pass (#200 Sieve)
11	% Gravel
[illegible]	% Coarse Sand
[illegible]	% Fine Sand
[illegible]	% Silt
[illegible]	% Clay
[illegible]	"R" Values (Corrected)

AASHO Classif. - A-4 (3)

*The surfacing thickness design has been increased to equal ½ the depth of frost penetration.

Required Crushed	Required Not Crushed	Designed Select. Surf. Allow.	Designed New Work	
			1½	O.M.
			3	Level
			8½	P.R. Base
12½		4-5-63	*13½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Suitable material source to be selected by the Engineer.											

B.P.R.
cc: State Highway Engineer
Construction Engineer
[illegible]

Submitted [illegible]

PAVEMENT TYPE SELECTION

W. UNIT, ROCK CREEK - HAINES SECTI
F.A.S. 507
BAKER COUNTY
Prefix 501-1407

Factors Governing Selection

Present 1980 % Heavy
Classification: MEDIUM HEAVYADT 800 ADT 990 Vehicles 15
NOTE. Increase classification one step for heavy logging use) (LOGGING AREA)

Characteristics: See design chart attached

Frost Penetration 36" Annual Rainfall ______

e of Similar Pavements in Area: Good ______ Fair X Poor ______
Remarks: ______

Comparisons: Not appropriate due to other factors

Factors Governing Selection

Existing Pavements: Oil Mats [illegible]

struction: No problem

Surface, or Elevated Design: Surface

Aggregates: No problem

Competition: Not appropriate

Consideration: No problem

ference, Participating Local Government Preference, and
of Local Industry: County preference

No problem

an Adaptation of Local Materials or of Local Commercially
Paving Mixes: No problem

AND REMARKS:
preference is an 0-11 oil mat.

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

W. Unit Haines - Rock Co.
FAS #507
Contract No.
V. Moore

Prefix No. 37-1422-610
County Baker
P. A. Project No.
Date Reported March 26, 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

material Co. Pit in middle of job; T7S; R[illegible]; [illegible]; Sec. 25
Sampled at Pit
Surfacing - Base Course (Pit Run Base)
V. Moore
Date received March 21, 1963
Quantity represented

TEST RESULTS

No. 631928
No. A207-
Type of material Gravel
Screen opening Square

GRANULOMETRIC ANALYSIS

Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
0	0	
8.4	8.4	
13.5	21.9	
6.0	27.9	
2.9	30.8	
10.6	41.4	
10.2	51.6	
4.7	56.3	
4.4	60.7	
6.9	67.6	
2.9	70.5	
8.0	78.5	
13.3	91.8	
4.4	96.2	
2.5	98.7	
1.3	1.3	
100.0		

Abrasion, per cent wear, Los Angeles Rattler	35.4	
Specific gravity (Le Chatelier)	2.75	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	111.9	
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	22	%
Manufactured fines		%
Fracture		%
Sand equivalent	51.0	
Oregon air degradation: Pass No. 20	21.23 ~~[illegible]~~	%
Height	1.1	in.
Date sampled		

NOTED
R. H. PRANGE

RECOMMENDATIONS

as represented by this sample .... suitable for use.

High L.A.R. Value - 0.4

RECEIVED
MAR 27 1963
ENGINEER
COUNTY & CITY DIVISION

DISTRIBUTION:
Public Roads
Engineer
Engineer
Engineer
Office
Engineer Parsons
Engineer
Dept.
Soils

Engineer of Materials

[illegible]GON STATE HIGHWAY DEPART[illegible]NT
Materials Division

Laboratory Report

[illegible]	N. [illegible] - [illegible] Ck.	Prefix No.	37-14:2-91[illegible]
[illegible]	FAS [illegible]	County	[illegible]
[illegible]		Contract No. / F. A. Project No.	
[illegible]d by	V. [illegible]	Date Reported	March [illegible], 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

[illegible] of material Co. Pit in middle of [illegible] [illegible] Sec. 35

Sampled at Pit

[illegible] used	[illegible] - Base Course (Pit Run Base)	Date received	March [illegible], 196[illegible]
[illegible]d by	V. [illegible]	Quantity represented	

TEST RESULTS

Type of material Gravel

[illegible]ory No. 631929

[illegible]heet No. A[illegible]

GRANULOMETRIC ANALYSIS

[illegible]ed [illegible]ve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
	0	0	
	[illegible]	[illegible]	
	[illegible]	[illegible]	
	11.[illegible]	[illegible]	
	[illegible]	[illegible]	
	[illegible]	[illegible]	
	[illegible]	[illegible]	
	[illegible].7	[illegible]	
	[illegible]	[illegible]	
	[illegible]	[illegible]	
	[illegible]	[illegible]	
	[illegible]	[illegible]	
	[illegible]	[illegible]	
	7.7	[illegible]	
	2.2	97.[illegible]	
	1.1	98.7	
[illegible]	[illegible].2	1.3	

Abrasion, per cent wear, Los Angeles Rattler	45.4	
Specific gravity (Le Chatelier)	2.70	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	118.5	
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity Index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	18	%
Manufactured fines		%
Fracture		%
Sand equivalent	31.9	
[illegible]: Pass No. 20	16.13	%
Height	0.6	in.
Date sampled		

RECOMMENDATIONS

[illegible]al as represented by this sample [illegible] suitable for use.

High L.A.R. Value — [illegible]

REPORT DISTRIBUTION

[illegible] of Public Roads
[illegible]truction Engineer
[illegible]tenance Engineer
[illegible] Engineer
[illegible] Office
[illegible] Engineer Parsons
[illegible]dent Engineer
[illegible] Maint. Supt.
[illegible]
[illegible]ogy and Soils
[illegible]

Engineer of Materials

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

N. Unit Haines – Rock Cr.		Prefix No	27-14[illegible]
FAS # 507		County	Baker
	Contract No.	F. A. Project No.	
T. Moore		Date Reported	March 26, 196[illegible]

REPORT ON SAMPLE OF COARSE AGGREGATE

[illegible] Co. Pit in midle of j[illegible]; T7S; R38E; [illegible] Sec. 35

Sampled at Pit

Surfacing – Base Course (Pit Run Base)	Date received	March [illegible], 196[illegible]
T. Moore	Quantity represented	

TEST RESULTS

631927

A507-B

Type of material Gravel

Screen opening Square

GRANULOMETRIC ANALYSIS

Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
0	0	
18.5	18.5	
11.3	29.8	
18.0	47.8	
5.0	52.8	
0.0*	52.8	
5.0	57.8	
8.3	66.1	
4.5	70.6	
4.1	74.7	
5.8	80.5	
2.2	82.7	
4.3	87.0	
8.1	95.1	
2.0	97.1	
1.3	98.4	
XXXX1.6	1.6	

Abrasion, per cent wear, Los Angeles Rattler	34.5	
Specific gravity (Le Chatelier)	2.7[illegible]	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	113.[illegible]	
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	(A)	%
Manufactured fines		%
Fracture		%
Sand equivalent	56.3	
Oregon air degradation: Pass No. 20	19.65	%
Height	0.9	in
Date sampled		

RECOMMENDATIONS

[illegible] by this sample is suitable for use.

DISTRIBUTION

[illegible]

Engineer of Materials

GON STATE HIGHWAY DEPART T

Materials Division

Laboratory Report

n. Unit Haines - Rock Ck.		Prefix No.	37-14-2-01
FAS #507		County	Baker
	Contract No.	F. A. Project No.	
V. Moore		Date Reported	March 26, 196[illegible]

REPORT ON SAMPLE OF COARSE AGGREGATE

Pit in Middle of Job; T.7S; R39E; SW¼ Sec. 35

Sampled at Pit

Surfacing - Base N Course	Date received	March 2[illegible], 196[illegible]
V. Moore	Quantity represented	

TEST RESULTS

631926 Type of material Gravel

507-A Screen opening Square

NULOMETRIC ANALYSIS

Per cent Sieve	Per cent Accumulative	Per cent Coarse Aggregate
	0	
23.1	23.1	
10.6*	33.7	
17.2	50.9	
0.0*	50.9	
3.0	53.9	
5.4	59.3	
5.4	64.7	
4.5	69.2	
5.2	74.4	
6.1	80.5	
2.1	82.6	
5.4	88.0	
7.5	95.5	
2.1	97.6	
1.2	98.8	
XXXX1.2	1.2	

Abrasion, per cent wear Los Angeles Rattler	26.1	
Specific gravity (Le Chatelier)	2.79	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	120.7	
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	[illegible]	%
Manufactured fines		%
Liquid limit: Natural fines	19	%
Manufactured fines		%
Fracture		%
Sand equivalent	64.7	
Oregon air degradation: Pass No. 20	20.25	%
Height	[illegible].8	in.
Date sampled		

RECOMMENDATIONS

sented by this sample ____________ suitable for use.

High L.A.R. Value - 3.1

DISTRIBUTION

Engineer of Materials

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

MEMO TO J. W. NASH   Date: March 22, 1963

FAS 507, BAKER COUNTY W. UNIT, ROCK CREEK-HAINES

TERMINI: From a county road junction in the community of Rock Creek easterly and southeasterly to a county road intersection 2.5 miles west of Haines.

PROPOSED WORK: Place a pit run gravel base, 3" leveling course and an 0-11 oil mat 20' wide with 4' shoulders.

NOTED
DON HARWELL

NOTED
[illegible] JONES

PROJECT LENGTH: 2.70 miles

COSTS:

	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$70,000	$42,000	$14,000	$14,000	(County)

EXISTING FACILITIES: 20' light gravel surface on a 26' roadway. Alignment is all tangent except for a sharp curve 0.75 of a mile from the westerly end and a road intersection.

ADJACENT SECTIONS:
~~NORTH~~/EAST END: 20' 0-11 oil mat, 2' shoulders (S-168(1))

~~SOUTH~~/WEST END: 16' gravel, 18' roadway

PROJECT DATA: Construct a pit run gravel base 14" in depth with a 3" crushed leveling course and a 20' 0-11 oil mat with 4' shoulders. The county will do the grading with their own forces following the present alignment except that a sharp curve 0.75 of a mile from the west end will be rebuilt to proper standards. There are no grades over 1%.

RIGHT OF WAY: 50' minimum
ACCESS CONTROL: None required

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See S-168(1)

Form [illegible]

O ON STATE HIGHWAY DEPARTM

Materials Division

Laboratory Report

Project West Unit Rock Cr-Haines Rd.
Highway FAS 807
Contractor
Contract No.
Submitted by Vern Moore

Profile 37-14[illegible]
County Baker
F. A. Project No
Date reported March 22-1963

REPORT ON SAMPLE OF FINE AGGREGATE

Source of material County Pit on Butler Property
Sampled at
To be used Oiling aggregate
Sampled by V. Moore
Date received March
Quantity represented

TEST RESULTS

Laboratory No. 631240
Data sheet No. A403
Type of material Combined Gravel [illegible]
Treatment of sample
Screen Opening: Square

GRANULOMETRIC ANALYSIS

Retained on sieve	Per cent single sieve	Per cent accumulative	Fine aggregate
3/8	0	0	
¼	6.4	6.6	
4	35.3	41.9	
10	55.5	97.4	
40	1.5	98.9	
80	0.2	99.1	
200	0.2	99.3	
Pass	0.7	0.7	
Total	100.0		

Strength test, per cent of standard mortar
Compression
Organic Material, color plate No.
Specific gravity (Le Chatelier)
Unit weight, lbs. per cu. ft., dry rodded
Unit weight, lbs. per cu. ft., loose 98.-
Fineness factor
Sodium sulfate test, per cent loss
Abrasion
Asphalt stripping: Natural fines
Manufactured fines
Plasticity Index: Natural fines
Manufactured fines
Liquid limit: Natural fines
Manufactured fines
Sand equivalent
Date sampled

RECOMMENDATIONS

Material as represented by this sample ......is...... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer [illegible]
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files
xV. Moore
x[illegible]

Engineer of Materials

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project West Unit Rock Cr-Nelson Rd.
Highway FAS 307
Contractor
Submitted by Vern Moore

Prefix No. 37-14
County Baker
Contract No.
F. A. Project No.
Date Reported March

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material County Pit on Butler Property
Sampled at
To be used Oiling Aggregate
Sampled by V. Moore
Date received March 14
Quantity represented

TEST RESULTS

Laboratory No. 511229
Data Sheet No. A603

Type of material Crushed Gravel 1/2-1/4
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	20.9	20.9	
1/4	72.3	93.2	
4	3.4	96.6	
10	0.9	97.5	
Pass	2.5	2.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot [illegible]
Flatness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines
Manufactured fines
Liquid limit: Natural fines
Manufactured fines
Fractured OK
Sand equivalent
Organic [illegible]; Pass No. 10
Weight

Date tested

RECOMMENDATIONS

Material as represented by this sample ________ suitable for use.

Excessive Material retained on 1/2" to be corrected

2 → 41

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Parsons
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files
V. Moore
Baker Co.

________________ Engineer of Materials

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	East Unit Rock Cr.-Haines Rd.			Profile No.	37-14.2-[illegible]
Highway	FAS 507			County	Baker
Contractor		Contract No.		F. A. Project No.	
Submitted by	Vern Moore			Date Reported	March 22, 1[illegible]

REPORT ON SAMPLE OF COARSE AGGREGATE

NOTED
DON HARWELL

Source of material	County Pit on Butler Property				
		Sampled at			
To be used	Oiling Aggregate			Date received	March 14, 1[illegible]
Sampled by	V. Moore			Quantity represented	

TEST RESULTS

NOTED
V. R. JONES

Laboratory No.	631228	Type of material	Crushed Gravel [illegible]
Data Sheet No.	A403	Screen opening Square	

GRANULOMETRIC ANALYSES

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
[illegible]	0	0	
[illegible]	4.8	4.8	
[illegible]	74.5	79.3	
[illegible]	14.8	94.1	
Pass	5.9	5.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	90.9
Fracture factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	
Manufactured fines	
Liquid limit: Natural fines	
Manufactured fines	
[illegible]	OK
Sand equivalent	
[illegible] Pass No. 40	
[illegible]	
Date completed	

RECOMMENDATIONS

Material as represented by this sample .... suitable for [illegible] mix. [illegible] to be corrected.
→ 4.3

TEST REPORT DISTRIBUTION
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer [illegible]
Resident Engineer
Dist. Maint. Supt.
x Foreman
Geology and Soils
x Files
xV. Moore
xBaker Co.

RECEIVED
MAR 26 1963
ENGINEER
COUNTY & CITY DIVISION

Engineer of Materials

O[illegible]ON STATE HIGHWAY DEPARTM[illegible]
Materials Division

Laboratory Report

Project: West Unit Rock Cr. - Haines Rd.
Highway: FAS 907
Contractor:
Submitted by: Vern Boore
Contract No.
Prefix No. [illegible]
County: [illegible]
F. A. Project No
Date Reported: [illegible]

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: County Pit on Butler Property
Sampled at
To be used: Oiling aggregate
Sampled by: V. Boore
Date received: [illegible]
Quantity represented

TEST RESULTS

Laboratory No. 631936
Data Sheet No. [illegible]
Type of material: Crushed Gravel [illegible]
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
[illegible]	0	0	
[illegible]	10.3	10.3	
/8	15.2	25.5	
[illegible]	17.8	43.3	
[illegible]	4.8	48.1	
[illegible]	14.2	66.5	
[illegible]	19.8	85.3	
[illegible]	6.7	92.0	
[illegible]	3.9	95.9	
[illegible]	4.1	4.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot: 10[illegible]
Flatness Ratio
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines: 0
Manufactured fines
Liquid limit: Natural fines: 18
Manufactured fines
Fracture: [illegible]
Sand equivalent: 29.[illegible]
Oregon air degradation: Pass No. 20
Height
Date Sampled

RECOMMENDATIONS

Material as represented by this sample ... suitable for use.

Low S.E. Value

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Pargon
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files
V. Boore
[illegible] County Engineer

Engineer

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	West Unit Buck Cr. - Holmes Rd.	Prefix No.	57-[illegible]
Highway	FAS 507	County	Baker
Contractor		F. A. Project No.	
Contract No.			
Submitted by	Vern Moore	Date Reported	March 21, [illegible]

NOTED
JOHN D. GRAHAM

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	County Pit on Butler Property		
Sampled at			
To be used	Oiling Aggregate	Date received	March 1[illegible]
Sampled by	V. Moore	Quantity represented	

NOTED
DON HARWELL

TEST RESULTS

Laboratory No. 631237
Data Sheet No. A-03
Type of material: Crushed Gravel 1½-¾

NOTED
V. R. JONES

Screen opening figures

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
on 1½	0	0	
1½	0.7	0.7	
1	21.3	22.0	
	60.5	82.5	
	15.5	98.0	
Pass	2.0	2.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	90.9
[illegible]	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	Fair
Plasticity index: Natural fines	
Manufactured fines	
Liquid limit: Natural fines	
Manufactured fines	
Fracture	OK
Sand equivalent	
[illegible] Pass No. 20	
Sieve	
Date Reported	

RECOMMENDATIONS

Material as represented by this sample .... suitable for use

Excessive Ret'l. P # ¾"
To be corrected.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Parsons
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files
V. Moore
County Engineer

RECEIVED
MAR 26 1963
ENGINEER
COUNTY & CITY DIVISION

Engineer of Materials

RECEIVED
MAR 25 1963
FOR FILING

NOTED
R. L PORTER

LOCATION PROSPECTUS
WEST UNIT, ROCK CREEK-HAINES SECTION
SOUTH ROCK CREEK ROAD, FAS 507
BAKER COUNTY
PREFIX NO. 501-1407

The following prospectus is submitted concerning the above-mentioned section of FAS 507 which is a county road on the Federal-aid Secondary System. The westerly terminus is at the community of Rock Creek. The easterly terminus is approximately 1.0 mile westerly of the junction of FAS 498 and FAS 507. The overall length is 2.7 miles.

This will be a location survey to prepare plans, specifications and estimates for surfacing and oiling on a county graded project. The community of Rock Creek is at the westerly terminus.

The route follows the existing alignment with Baker County doing the grading and drainage. Reconnaissance is not required. Soils investigations will be conducted. Drainage is being constructed by the County. An economic analysis is not required.

The existing 1962 ADT is 90 and the projected 1982 ADT is 110. Traffic and alignment warrant a Class "E" highway with maximum grade and curvature of 6 per cent and 18 degrees respectively. The typical section will be two 10-foot travel lanes with 4-foot shoulders. Deviations from State and Federal standards are not anticipated.

The rise and fall and central angle data will be determined during the survey. Ties to the Lambert Grid System will not be required on this project.

This is a county road with no established access control. There are no railroad crossings or major stream crossings.

The tentative base design for construction is:

Wearing Surface	1-1/4" 0-11 Oil Mat
Top Course Base	3 " Level
Bottom Course Base	14 "
Total Depth	18-1/4"

(Base design is subject to change upon completion of soils investigations.)

NOTED
FORREST COOPER

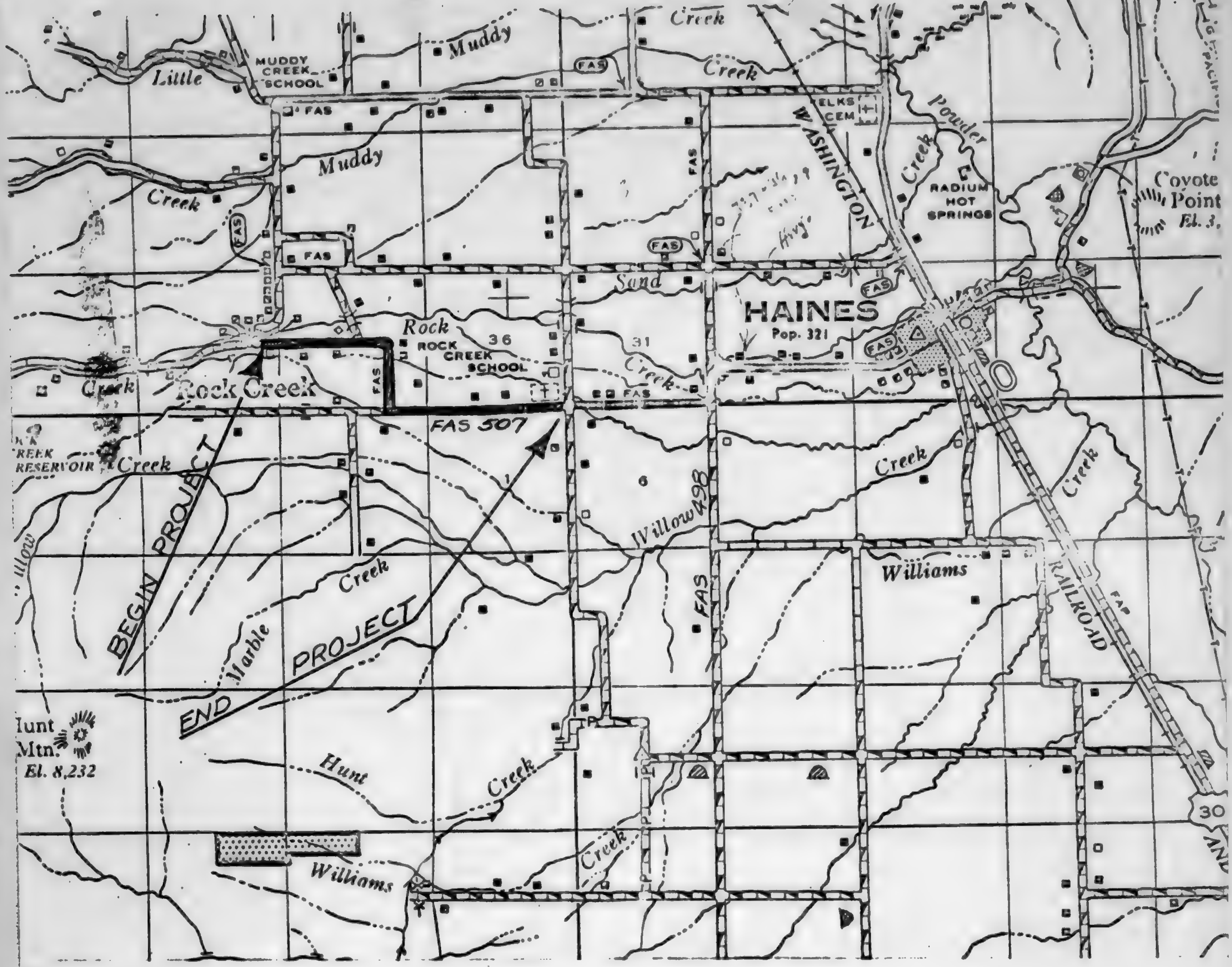
Materials are available from commercial or State sources.

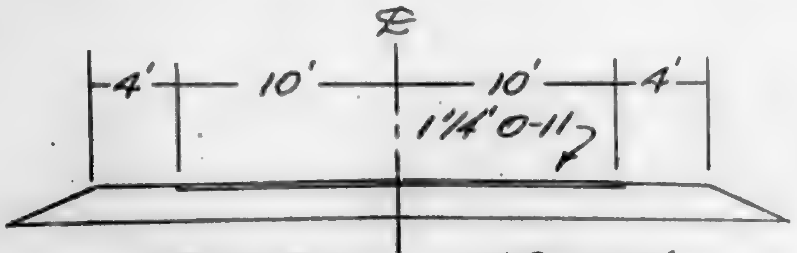
Agreements will be required with Baker County.

There are no State parks or roadside rest areas affected.

March 19, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
Fred Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP
ROCK CREEK-HAINES, W. UNIT
FAS 507
BAKER COUNTY

Scale 1" = 1 Mi 1963

2-28-63

BAKER COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 507, South Rock Creek Road: West Unit, Rock Creek-Haines Section, 2.7 miles, surface and oil, $70,000.

The proposed project is for the placing of pit run gravel on a section which will be graded by county forces. The section extends northwesterly from the west end of the East Unit, Rock Creek-Haines Section, which was improved under a previous FAS project, to the community of Rock Creek. The county expects to have its work done by July 1, 1963. Crushed material for the leveling course and oiling aggregates will be furnished by the county from stockpiles in the area. The wearing surface will be an O-11 oil mat 20' in width with 4' shoulders.

Comm approved
3-14-63

63-b
2/28/63

RECEIVED
FEB 26 1963
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS PROJECT DATA

2 25-63

1. Name of County Baker FAS No. 507

2. County Road Name South Rock Cr. Rd.

3. Section Name West Unit, Rock Creek - Haines Length 2.7

4. Type of Project Grade Surface and oil

5. Survey to be done by: State ___ County ✓
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ___ No ✓

Will it be furnished? Yes ✓ No ___

7. Wearing Surface: Type Oil Width 20 Shoulders 4'

8. Grading & Drainage:

By County ✓ County Date of Completion 7-1-63 By Contract ___

9. Bottom Base Course:

By County ___ County Date of Completion ___ By Contract ✓

10. Leveling Course:

By County ___ County Date of Completion ___ By Contract ✓

11. Wearing Surface:

By County ___ County Date of Completion ___ By Contract ✓

12. Clearing:

By County ✓ County Date of Completion 7-1-63 By Contract ___

13. Is there any merchantable timber on right-of-way? Yes ___ No ✓

14. Will timber be reserved for owner? Yes ___ No ✓

15. Will timber become property of contractor? Yes ___ No ✓

Remarks ___

MATERIAL SOURCE -

16. Gravel Pit Run Quarry ___ Cinders ___

17. Owner: County ✓ State ___ Private ___

18. Location: SE1/4 Section 35 Township 7S Range 38E W.M.

19. Materials furnished by County: Borrow ✓ Select Topping____

Base Course ✓ Level Course ✓ Mineral Aggregates ✓

20. Miscellaneous Items: Mineral aggregate in stock

Remarks: pile approx. 6 mi from project.

Leveling course may not be in sufficient quantity.

FINANCIAL- -

21. Estimated Cost: $ 60,000

22. Available FAS Funds: $ 168,000

23. Date Match Money is Available: Now

24. Will there be any 100% County Money? Yes____ No x

25. Maximum Amount of 100% County Money Available: $____________

26. Date County Requests Letting: June 63

Remarks____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes ✓ No____

28. Will right-of-way be acquired by: Resolution____ or Deed ✓

29. Should State prepare options? Yes____ No ✓

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No ✓

31. Should material source site be included in right-of-way descriptions? Yes____ No ✓

32. Does project run inside city? Yes____ No ✓
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No ✓
(NOTE: County must move all utilities located on present right-of-way.)

Remarks____

RAILROADS- -

34. Location: None

35. Name of Railroad: ______

36. Number of tracks: ______

37. Sight distance: ______(Left) ______(Right)

38. Number of trains ______

39. Angle of intersection ______

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks ______

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes____ No None

43. Will replacement by by: County________ Contract________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks ______

______

47. Is project contingent upon other factors? Yes____ No____

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: Contigent upon County completing grading and borrow

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: None

50. (c) Surveys (Coordination with outside surveys)

Explain: None

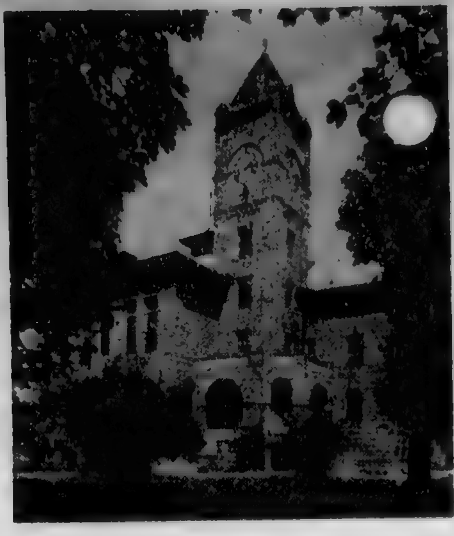
Baker County

Date 2/25/63

By Lloyd Rea
County Judge

By W. L. Best
County ~~Engineer~~ Rdmstr.

Robert H. Prange
O.S.H.D. Field Engineer



BAKER COUNTY
BAKER • OREGON

LLOYD REA,
COUNTY JUDGE
R. M. PHIPPS,
GILL C. WRIGHT,
COMMISSIONERS

January 7, 1963

NOTED
Harold C. Ayers

NOTED
DON HARWELL

RECEIVED
JAN - 8 1963
ENGINEER
COUNTY & CITY RELATIONS

FAS 507

H. S. Cox
County and City Relations Engineer
State Highway Department
Salem 10, Oregon

NOTED
[illegible] FRANCE

NOTED
V. R. JONES

Attention: Vern[illegible] Jones

Dear Si:

As you know that we have had considerable difficulty in trying to locate rock that will pass state specifications for our proposed project on Keating road.

The County Court has therefore decided to change our request and have our next project on what we call the South Rock Creek Road. We would request that the project start at the end of the present oil and run some 2½ miles and end at the old townsite of Rock Creek.

We received the information today regarding the amount of money that we have in the FSA Fund and would like very much to have a project going this summer on the South Rock Creek Road.

With Best Wishes for a Happy New Year, I remain,

Sincerely yours,

Lloyd Rea

Lloyd Rea
County Judge

Bob: See about this
Feb 4-8
Si.

Thurs. Feb. 7, 1963

LR:bvl

Si: Give me a date
when someone can go over
and set up this project so I can answer letter
V.J.

I-80N-5(8) Heppner Jct. Interch.-N. Unit, 1963
145 Heppner Jct. Interch.-Rhea Sec.,
#6292 Col. R.-Heppner Hwys. Folder [redacted]

RR 6.14

RECEIVED
DEC 14 1966
FOR FILING

I-80N-5 (8) 145

6292

December 14, 1966

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VB:ak
Attachment

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----- Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----- Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ----- Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 12-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	436,188.50	311,438.59	308,531.26	2,907.33
6934	14,420.46	13,363.03	11,933.97	1,429.06
				$ 4,336.39

*** The above figures include Construction Engineering and Contingencies.**

Last report until additional contracts are awarded.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
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Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----- Willow Creek-Airport Rd., G-P-Str.
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Contract No. 6396 ----- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----- Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----- Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ----- Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 11-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	431,437.87	308,046.64	286,860.27	21,186.37
6934	-	-	-	-
				$21,186.37

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 6351	-----	Blalock-Arlington, Stone Base and Oil
Contract No. 6372	-----	Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388	-----	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396	-----	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544	-----	Rufus-Arlington, Roadside Seeding
Contract No. 6671	-----	Airport Road-Irrigon Jct., Landscaping
Contract No. 6749	-----	Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934	-----	Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 10-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,567,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	431,437.87	308,046.64	286,860.27	21,186.37
6934	-	-	-	-
				$21,186.37

*The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———— Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ———— Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 9-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,269,120.49	26,440.86
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	429,621.16	306,749.50	286,860.27	19,889.23
6934	-	-	-	-
				$46,330.09

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 6671 ———— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 8-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,455.73	665,095.68	665,095.68	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	19,443.52	23,755.50	-
6749	405,154.22	289,280.11	286,860.27	2,419.84
				$ 2,419.84

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 6544 ----------Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----------Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----------Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 7-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,414.63	1,009,031.98	1,009,031.98	-
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	665,095.68	661,474.16	3,621.52
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	92,588.17	19,443.52	-	19,443.52
6749	423,487.60	302,370.15	-	302,370.15
				$ 325,435.19

* The above figures include Construction Engineering and Contingencies.

GON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ---------	Irrigon-Umatilla Section
Contract No. 5955 ---------	Boardman Jct.-Irrigon Section
Contract No. 6014 ---------	John Day River Bridge
Contract No. 6209 ---------	Blalock-Arlington, G
Contract No. 6219 ---------	Arlington Viaduct
Contract No. 6292 ---------	Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ---------	Heppner Jct. Interchange Structure
Contract No. 6349 ---------	E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---------	Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ---------	Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ---------	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---------	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ---------	Rufus-Arlington, Roadside Seeding
Contract No. 6671 ---------	Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ---------	Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 6-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,414.63	1,009,031.98	1,009,031.98	-
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	91,861.56	19,290.93	-	19,290.93
6749	357,317.41	286,616.40	-	286,616.40
				$ 305,907.33

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ---------	Irrigon-Umatilla Section
Contract No. 5955 ---------	Boardman Jct.-Irrigon Section
Contract No. 6014 ---------	John Day River Bridge
Contract No. 6209 ---------	Blalock-Arlington, G
Contract No. 6219 ---------	Arlington Viaduct
Contract No. 6292 ---------	Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ---------	Heppner Jct. Interchange Structure
Contract No. 6349 ---------	E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---------	Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ---------	Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ---------	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---------	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ---------	Rufus-Arlington, Roadside Seeding
Contract No. 6671 ---------	Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ---------	Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 5-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,414.63	1,009,031.98	1,009,031.98	-
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	91,861.56	19,290.93	-	19,290.93
6749	357,317.41	255,124.63	-	255,124.63
				$ 274,415.56

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Blalock-Arlington, G
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ———— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 4-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	841,265.71	75,766.84
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	53,494.08	11,233.76	-	11,233.76
6749	228,768.98	163,347.05	-	163,341.05
				$ 259,609.39

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ——— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ——— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ——— Willow Creek (Westbound Lanes), G-P-Str.-Sign.

Cont. No.	Total Amount of Work Performed to 3-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,844.13
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,451.78	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
6749	179,096.29	127,874.75	-	127,874.75
				$206,695.29

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Blalock-Arlington, G
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interch. and N.Unit, Heppner Jct.-Rhea
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ———— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 2-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,844.13
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,305,186.26	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
6749	112,065.88	80,150.38	-	80,150.38
				$158,970.92

*The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 — Irrigon-Umatilla Section
Contract No. 5955 — Boardman Jct.-Irrigon Section
Contract No. 6014 — John Day River Bridge
Contract No. 6209 — Blalock-Arlington, G
Contract No. 6219 — Arlington Viaduct
Contract No. 6292 — Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 — Heppner Jct. Interchange Structure
Contract No. 6349 — E. Unit, Arlington-Heppner Jct.
Contract No. 6351 — Blalock-Arlington, Stone Base and Oil
Contract No. 6372 — Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 — Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 — Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 — Rufus-Arlington, Roadside Seeding
Contract No. 6671 — Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 11-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,884.13
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,305,186.26	661,474.16	661,474.16	-
6396	227,685.91	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
				$ 71,968.39

*The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --- Irrigon-Umatilla Section
Contract No. 5955 --- Boardman Jct.-Irrigon Section
Contract No. 6014 --- John Day River Bridge
Contract No. 6209 --- Blalock-Arlington, G
Contract No. 6219 --- Arlington Viaduct
Contract No. 6292 --- Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 --- Heppner Jct. Interchange Structure
Contract No. 6349 --- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 --- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 --- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 --- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 --- Rufus-Arlington, Roadside Seeding
Contract No. 6671 --- Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 10-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,013,057.71	912,875.11	815,790.29	97,084.82
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,305,186.26	685,229.66	615,446.88	69,782.78
6396	227,685.91	115,814.26	89,973.25	25,841.01
6544	14,035.28	12,337.15	12,337.15	-
6671	19,071.72	4,005.06	-	4,005.06
				$199,089.26

*The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --- Irrigon-Umatilla Section
Contract No. 5955 --- Boardman Jct.-Irrigon Section
Contract No. 6014 --- John Day River Bridge
Contract No. 6209 --- Blalock-Arlington, G
Contract No. 6219 --- Arlington Viaduct
Contract No. 6292 --- Heppner Jct. Intercn. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 --- Heppner Jct. Interchange Structure
Contract No. 6349 --- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 --- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 --- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 --- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 --- Rufus-Arlington, Roadside Seeding
Contract No. 6671 --- Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 9/5/65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	988,460.17	888,277.57	815,790.29	72,487.28
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,211,965.47	661,377.68	615,446.88	45,930.80
6396	227,403.50	102,331.58	89,973.25	12,358.33
6544	14,035.28	12,337.15	12,337.15	-
6671	-	-	-	-
				$133,152.00

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ------------------- Irrigon-Umatilla Section
Contract No. 5955 ------------------- Boardman Jct.-Irrigon Section
Contract No. 6014 ------------------- John Day River Bridge
Contract No. 6209 ------------------- Blalock-Arlington, G
Contract No. 6219 ------------------- Arlington Viaduct
Contract No. 6292 ------------------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ------------------- Heppner Jct. Interchange Structure
Contract No. 6349 ------------------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ------------------- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ------------------- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ------------------- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ------------------- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ------------------- Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 8-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	993,161.07	892,978.47	603,509.77	289,468.70
6372	2,061,218.76	64,645.32	-	64,645.32
6388	1,936,448.64	578,998.13	355,074.01	223,924.12
6396	226,336.75	101,851.54	89,973.25	11,878.29
6544	14,035.28	12,337.15	12,337.15	-
				$ 592,292.02

* The above figures include Construction Engineering and Contingencies.

[illegible]

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIV ENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ---------------------- Irrigon-Umatilla Section
Contract No. 5955 ---------------------- Boardman Jct.-Irrigon Section
Contract No. 6014 ---------------------- John Day River Bridge
Contract No. 6209 ---------------------- Blalock-Arlington, G
Contract No. 6219 ---------------------- Arlington Viaduct
Contract No. 6292 ---------------------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-[illegible]
Contract No. 6314 ---------------------- Heppner Jct. Interchange Structure
Contract No. 6349 ---------------------- N. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---------------------- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ---------------------- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6378 ---------------------- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---------------------- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ---------------------- Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 7-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,460.04	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,022,362.65	1,022,362.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,068.89	57,078.91	57,078.91	-
6351	964,264.42	864,081.82	603,509.77	260,572.05
6372	2,061,218.76	64,645.32	-	64,645.32
6378	1,936,448.64	578,998.13	355,074.01	223,924.12
6396	226,336.75	101,851.54	89,973.25	11,878.29
6544	14,035.28	12,337.15	12,337.15	-
				561,269.78

* The above fugures include Construction Engineering and Contingencies

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———————	Irrigon-Umatilla Section
Contract No. 5955 ———————	Boardman Jct.-Irrigon Section
Contract No. 6014 ———————	John Day River Bridge
Contract No. 6209 ———————	Blalock-Arlington, G
Contract No. 6219 ———————	Arlington Viaduct
Contract No. 6292 ———————	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———————	Heppner Jct. Interchange Structure
Contract No. 6349 ———————	E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———————	Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ———————	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———————	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———————	Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 6-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,450.04	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,002,312.65	1,002,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,068.89	57,078.91	57,078.91	-
6351	926,744.52	500,738.65	603,509.77	223,052.15
6388	1,674,711.18	500,738.65	355,074.01	145,664.64
6396	226,033.82	101,715.22	89,973.25	11,741.97
6544	14,035.28	12,337.15	12,337.15	-
				$380,708.76

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	Irrigon-Umatilla Section
Contract No. 5955	Boardman Jct.-Irrigon Section
Contract No. 6014	John Day River Bridge
Contract No. 6209	Blalock-Arlington, G
Contract No. 6219	Arlington Viaduct
Contract No. 6292	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	Heppner Jct. Interchange Structure
Contract No. 6349	E. Unit, Arlington-Heppner Jct.
Contract No. 6351	Blalock-Arlington, Stone Base and Oil
Contract No. 6388	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544	Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 5-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,450.04	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,002,312.65	1,002,062.65	250.00
6314	83,262.83	83,262.33	83,262.83	-
6349	1,385,068.89	57,078.91	57,078.91	-
6351	824,817.79	734,087.83	603,509.77	130,578.06
6388	1,511,942.97	452,070.93	355,074.01	96,996.92
6396	226,033.82	101,715.22	89,973.25	11,741.97
6544	14,035.28	12,337.15	12,337.15	-
				$239,566.95
	Billings being processed as of 5-12-65			25,086.72
				$264,653.67

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———————— Irrigon-Umatilla Section
Contract No. 5955 ———————— Boardman Jct.-Irrigon Section
Contract No. 6014 ———————— John Day River Bridge
Contract No. 6209 ———————— Blalock-Arlington, G
Contract No. 6219 ———————— Arlington Viaduct
Contract No. 6292 ———————— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———————— Heppner Jct. Interchange Structure
Contract No. 6349 ———————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———————— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ———————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———————— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 4-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,675.49	1,269,675.49	1,269,666.01	9.48
6292	1,060,015.33	1,010,936.59	959,922.32	51,014.27
6314	83,262.83	83,262.83	-	83,262.83
6349	1,385,068.89	55,842.05	-	55,842.05
6351	723,657.88	644,055.51	480,158.90	163,896.61
6388	1,223,997.62	365,975.28	214,205.72	151,769.56
6396	226,033.82	101,715.22	-	101,715.22
6544	13,757.98	12,211.58	-	12,211.58
				$622,942.70

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——————— Irrigon-Umatilla Section
Contract No. 5955 ——————— Boardman Jct.-Irrigon Section
Contract No. 6014 ——————— John Day River Bridge
Contract No. 6209 ——————— Blalock-Arlington, G
Contract No. 6219 ——————— Arlington Viaduct
Contract No. 6292 ——————— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——————— Heppner Jct. Interchange Structure
Contract No. 6349 ——————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——————— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——————— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 3-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	619,902.99	551,713.66	480,158.90	71,554.76
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
6544	5,247.12	4,657.34	-	4,657.34
				$409,133.75

* The above figures include Construction Engineering and Contingencies.

[illegible]

[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ –
[illegible]	1,[illegible]	[illegible]	[illegible]	–
[illegible]	[illegible]	1,[illegible]	1,[illegible]	–
[illegible]	3,[illegible]	3,[illegible]	3,[illegible]	3,[illegible]
[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	[illegible]
[illegible]	1,[illegible]	1,[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	–	[illegible]
6049	1,[illegible]	55,[illegible].65	–	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible],071.65	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	101,[illegible]	–	[illegible]
				$ [illegible]

* The above figures include Construction [illegible] and [illegible].

[illegible]

Referring to the U.S. Army Engineers' Agreements Nos. DA-45-164-CIV-ENG-61-103 and DA-45-164-[illegible] regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. [illegible] ------------------Irrigon-Umatilla Section
Contract No. 5955 ------------------Boardman Jct.-Irrigon Section
Contract No. 6014 ------------------ John Day River Bridge
Contract No. 6209 ------------------ Blalock-Arlington, G
Contract No. 6219 ------------------ Arlington Viaduct
Contract No. 6292 ------------------ Heppner Jct. Interchange and E. Unit, Heppner Jct.-Rhea
Contract No. 6314 ------------------ Heppner Jct. Interchange Structure
Contract No. 6349 ------------------ E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ------------------ Blalock-Arlington, Stone Base and Oil
Contract No. 6383 ------------------ Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ------------------ Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. ____ ------------------ Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 1-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
[illegible]	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	243,960.00	243,960.00	-
6014	2,587,116.37	1,543,627.62	1,543,627.62	-
6209	3,341,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,007,557.75	669,314.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,396,051.38	55,342.05	-	55,342.05
6351	537,800.59	470,240.47	310,659.82	159,580.65
6383	834,631.03	249,554.63	51,318.63	198,236.00
6396	226,033.32	101,715.22	-	101,715.22
				1,012,119.49

*The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——————— Irrigon-Umatilla Section
Contract No. 5955 ——————— Boardman Jct.-Irrigon Section
Contract No. 6014 ——————— John Day River Bridge
Contract No. 6209 ——————— Blalock-Arlington, G
Contract No. 6219 ——————— Arlington Viaduct
Contract No. 6292 ——————— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——————— Heppner Jct. Interchange Structure
Contract No. 6349 ——————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——————— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 12-5-64*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,543,627.62	1,543,627.62	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,008,057.75	669,814.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,395,829.05	55,833.16	-	55,833.16
6351	587,800.59	470,240.47	310,659.82	159,580.65
6388	758,052.16	226,657.60	51,318.68	175,338.92
6396	226,033.82	101,715.22	-	101,715.22
				$989,213.52

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --- Irrigon-Umatilla Section
Contract No. 5955 --- Boardman Jct.-Irrigon Section
Contract No. 6014 --- John Day River Bridge
Contract No. 6209 --- Blalock-Arlington, G
Contract No. 6219 --- Arlington Viaduct
Contract No. 6292 --- Heppner Jct. Interchange and N.Unit, Heppner Jct.-Rhea
Contract No. 6314 --- Heppner Jct. Interchange Structure
Contract No. 6349 --- N. Unit, Arlington-Heppner Jct.
Contract No. 6351 --- Blalock-Arlington, Stone Base & Oil
Contract No. 6388 --- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --- Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 11-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,543,627.62	1,543,627.62	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,008,057.75	669,814.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,395,829.05	55,833.16	-	55,833.16
6351	587,800.59	470,240.47	310,659.82	159,580.65
6388	647,688.19	193,658.77	51,318.68	142,340.09
6396	226,033.82	101,715.22	-	101,715.22
				$956,214.69

* The above figures include Construction Engineering and Contingencies.

[illegible]

Referring to U.S. Army Engineer's [illegible] Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding [illegible] relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ---- Irrigon-Umatilla Section
Contract No. 5955 ---- Boardman Jct.-Irrigon Section
Contract No. 6014 ---- John Day River Bridge
Contract No. 6209 ---- Blalock-Arlington, G
Contract No. 6219 ---- Arlington Viaduct
Contract No. 6292 ---- Heppner Jct. Interchange and E. Unit, Heppner Jct.-Rhea
Contract No. 6314 ---- Heppner Jct. Interchange Structure
Contract No. 6349 ---- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---- Blalock-Arlington, Stone Base & Oil
Contract No. 6388 ---- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---- Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 10-[illegible]	U.S. Army [illegible]	[illegible]	Unbilled Accrued Costs
5840	$ 379,200.00	$ 39,000.00	$ 39,000.00	$ -
5955	1,349,600.00	372,843.00	248,960.00	123,883.00
6014	2,306,969.79	1,548,627.62	1,548,627.62	-
6209	3,[illegible]41,464.20	[illegible]	1,464,710.35	3,221.10
6219	1,262,482.61	[illegible]	1,226,653.14	35,829.47
6292	1,033,061.36	[illegible]	[illegible]814.26	315,416.11
6314	81,754.36	81,754.36	-	81,754.36
6349	1,342,549.[illegible]	53,701.99	-	53,701.99
6351	575,639.59	[illegible]	310,659.82	148,251.85
6388	544,954.03	162,941.25	51,318.68	111,622.57
6396	179,456.67	50,755.50	-	50,755.50
				$924,435.95

* The above figures include Construction, Engineering and Contingencies.

[illegible]

Referring to U. S. Army Engineer's Agreement Nos. [illegible]-100 and [illegible]-51-55 covering the relocation of U.S. Routes [illegible] and 730 around the [illegible] Dam. The following tabulation [illegible] "Unfilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5940 --- [illegible]
Contract No. 5955 --- [illegible]
Contract No. 6014 --- [illegible]
Contract No. 6209 --- [illegible]
Contract No. 6219 --- [illegible]
Contract No. 6292 --- [illegible]
[illegible]
Contract No. [illegible] --- [illegible]
Contract No. [illegible] --- [illegible]
Contract No. [illegible] --- [illegible]
Contract No. [illegible] --- [illegible]
Contract No. [illegible] --- [illegible]

Cont. No.	Total [illegible] of Work [illegible]	U. S. Army [illegible]	[illegible]	[illegible]
5940	$ 579,200.00	$ [illegible].00	$ [illegible].00	$ -
5955	1,[illegible],600.00	[illegible].00	[illegible].00	[illegible].00
6014	2,506,960.79	1,[illegible].60	[illegible].60	-
6209	3,[illegible].20	3,[illegible].95	[illegible]	3,[illegible].10
6219	1,[illegible].62	1,[illegible].67	[illegible]	65,[illegible].47
6292	1,[illegible],061.06	[illegible].37	[illegible].06	[illegible].11
[illegible]	[illegible],751.06	[illegible]	-	[illegible].36
[illegible]	1,190,[illegible].51	[illegible].78	-	45,[illegible]
6351	[illegible].59	[illegible].67	[illegible]	[illegible]
[illegible]	[illegible]	[illegible],6[illegible].50	[illegible]	[illegible]
[illegible]	[illegible].79	72,[illegible]2.59	-	[illegible]
				[illegible]

* The above figures include Construction Engineering and Contingencies

[illegible] STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-245 regarding the relocation of U. S. Number 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	______	[illegible]-Umatilla Section
Contract No. 5955	______	[illegible] Jct.-[illegible] Section
Contract No. 6014	______	John Day River Bridge
Contract No. 6209	______	[illegible] Unit C
Contract No. 6219	______	[illegible]
Contract No. 6292	______	Heppner Jct. Interchange and H. Unit, [illegible]
Contract No. 6314	______	Heppner Jct. Interchange Structure
Contract No. 6349	______	H. Unit, Arlington-Heppner Jct.
Contract No. 6351	______	[illegible], [illegible] and Oil
Contract No. 6388	______	Airport Rd.-Irrigon Jct., [illegible]
Contract No. 6396	______	Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed [illegible]-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 979,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,[illegible],400.00	372,[illegible]3.00	248,9[illegible].00	123,[illegible]3.00
6014	2,506,969.79	1,543,[illegible]7.62	1,543,[illegible]7.62	-
6209	3,641,464.23	3,467,931.95	3,464,710.85	3,221.10
6219	1,2[illegible]2,482.61	1,2[illegible]2,[illegible]2.47	1,196,653.14	65,[illegible]9.47
6292	1,025,333.80	977,[illegible]0.85	6[illegible]9,814.26	308,0[illegible].59
6314	78,336.50	78,3[illegible].50	-	78,3[illegible].50
6349	7[illegible]1,487.78	30,[illegible]9.51	-	30,459.51
6351	472,038.29	420,114.08	310,659.82	109,454.26
6388	322,794.99	9[illegible],515.70	51,318.68	45,197.02
6396	100,800.62	45,3[illegible]0.2[illegible]	-	45,3[illegible]
				$809,727.73

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-109 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5940 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 7-1-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5940	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,506,969.79	1,543,627.62	1,543,627.62	-
6209	3,841,464.23	3,467,931.95	3,464,710.85	3,221.10
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	894,361.29	795,730.36	669,814.26	125,916.10
6314	68,194.59	68,194.59	-	68,194.59
6349	611,064.97	24,442.60	-	24,442.60
6351	472,038.29	420,114.08	310,659.82	109,454.26
6388	253,567.77	75,816.76	51,318.68	24,498.08
6396	73,722.26	33,175.02	-	33,175.02
				$512,784.75

* The above figures include Construction Engineering and Contingencies.

[illegible]

Referring to U. S. Army Engineer's letters Nos. [illegible] and [illegible] regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the unbilled accrued costs on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 —— Irrigon-Umatilla Section
Contract No. 5955 —— Boardman Jct.-Irrigon Section
Contract No. 6014 —— John Day River Bridge
Contract No. 6209 —— Blalock-Arlington, G
Contract No. 6219 —— Arlington Viaduct
Contract No. 6292 —— Heppner Jct. Interchange and E. Unit,
Heppner Jct.-[illegible]
Contract No. 6314 —— Heppner Jct. Interchange Structure
Contract No. 6349 —— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 —— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 —— Airport Road-Irrigon Jct., C-W-Strs.
Contract No. 6396 —— Airport Road-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 4-5-[illegible] *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,910.00	123,933.00
6014	2,506,969.79	1,543,627.62	1,543,627.62	-
6209	3,831,986.95	3,467,931.95	3,464,710.85	3,221.10
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	776,999.97	741,024.87	669,814.26	71,210.61
6314	42,463.38	42,463.38	-	42,463.38
6349	490,947.94	19,637.92	-	19,637.92
6351	400,221.54	356,197.17	310,659.82	45,537.35
6388	231,160.25	69,116.91	51,318.68	17,798.23
6396	44,363.00	19,963.35	-	19,963.35
				$409,594.41

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6383 ----- Airport Road-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Road-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 5-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,553,656.88	1,416,954.27	136,702.61
6209	3,823,765.85	3,522,464.54	3,464,710.85	57,753.69
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	720,702.99	687,334.44	564,859.38	122,475.06
6314	36,716.54	36,716.54	-	36,716.54
6349	412,009.03	16,480.36	-	16,480.36
6351	377,296.92	335,794.26	187,832.67	147,961.59
6383	190,657.17	57,006.49	-	57,006.49
6396	-	-	-	-
				$ 764,808.31

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.

Cont. No.	Total Amount of Work Performed to 3-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,828,176.25	3,521,922.20	3,289,338.41	232,583.79
6219	1,252,932.61	1,252,932.61	1,062,382.40	190,550.21
6292	482,705.68	460,356.41	-	460,356.41
6314	-	-	-	-
6349	234,130.60	9,365.22	-	9,365.22
6351	233,105.23	207,463.65	-	207,463.65
6388	30,897.50	9,238.35	-	9,238.35
				$1,403,214.48

*The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreement Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-205 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation is an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	-----	Irrigon-Umatilla Section
Contract No. [illegible]	-----	Boardman Jct.-Irrigon Section
Contract No. 6014	-----	John Day River Bridge
Contract No. [illegible]	-----	Blalock-Arlington, G
Contract No. [illegible]	-----	Arlington Viaduct
Contract No. [illegible]	-----	Heppner Jct. Interchange and N. Unit, Heppner Jct.-[illegible]
Contract No. 6314	-----	Heppner Jct. Interchange Structure
Contract No. 6349	-----	E. Unit, Arlington-Heppner Jct.
Contract No. 6351	-----	Blalock-Arlington, Stone Base and Oil

Cont. No.	Total Amount of Work Performed to [illegible] *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 376,200.00	$ 35,000.00	$ 35,000.00	$ -
[illegible]	1,3[illegible],600.00	37[illegible]	[illegible]	[illegible]
6014	[illegible],530,364.82	[illegible]	1,416,[illegible]	[illegible]
[illegible]	3,873,013.76	[illegible]	[illegible]	[illegible]27,334.19
[illegible]	1,229,562.61	[illegible]	1,062,382.40	167,180.[illegible]
[illegible]	3[illegible]7,033.76	[illegible]	-	[illegible]
6314	-	-	-	-
[illegible]	[illegible]1,476.60	[illegible]	-	[illegible]
6351	[illegible]1,971.78	135,[illegible]	-	[illegible]
				$1,707,469.[illegible]

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 -------- Irrigon-Umatilla Section
Contract No. 5955 -------- Boardman Jct.-Irrigon Section
Contract No. 6014 -------- John Day River Bridge
Contract No. 6209 -------- Blalock-Arlington, G
Contract No. 6219 -------- Arlington Viaduct
Contract No. 6292 -------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 -------- Heppner Jct. Interchange Structure
Contract No. 6349 -------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 -------- Blalock-Arlington, Stone Base & Oil

Cont. No.	Total Amount of Work Performed to 1-5-64*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,793,045.83	3,489,602.14	3,289,338.41	200,263.73
6219	1,201,132.61	1,201,132.61	1,062,382.40	138,750.21
6292	201,278.81	191,959.60	-	191,959.60
6314	-	-	-	-
6349	69,459.40	2,788.38	-	2,788.38
6351	56,495.00	50,280.55	-	50,280.55
				$ 877,699.32

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 -------- Irrigon-Umatilla Section
Contract No. 5955 -------- Boardman Jct.-Irrigon Section
Contract No. 6014 -------- John Day River Bridge
Contract No. 6209 -------- Blalock-Arlington
Contract No. 6219 -------- Arlington Viaduct
Contract No. 6292 -------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 -------- Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 12-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,779,940.00	3,477,544.80	2,945,202.23	532,342.57
6219	1,183,832.61	1,183,832.61	583,224.42	600,608.19
6292	42,682.92	40,706.70	-	40,706.70
6314	-	-	-	-
				$1,467,314.31

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 -------- Irrigon-Umatilla Section
Contract No. 5955 -------- Boardman Jct.-Irrigon Section
Contract No. 6014 -------- John Day River Bridge
Contract No. 6209 -------- Blalock-Arlington
Contract No. 6219 -------- Arlington Viaduct
Contract No. 6292 -------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 -------- Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 11-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,383.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,699,908.44	3,403,915.73	2,945,202.23	458,713.50
6219	1,118,666.53	1,118,666.53	583,224.42	535,442.11
6292	-	-	-	-
6314	-	-	-	-
				$1,284,683.35

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	Irrigon-Umatilla Section
Contract No. 5955	Boardman Jct.-Irrigon Section
Contract No. 6014	John Day River Bridge
Contract No. 6209	Blalock-Arlington
Contract No. 6219	Arlington Viaduct
Contract No. 6292	Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 10-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,609,419.00	3,320,665.48	2,945,202.23	375,463.25
6219	949,138.31	949,138.31	583,224.42	365,913.89
6292	-	-	-	-
6314	-	-	-	-
				$1,031,904.88

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 9-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,507,781.56	1,571,965.44	1,272,928.55	299,036.89
6209	3,398,530.03	3,126,647.60	1,570,096.24	1,556,551.36
6219	841,712.66	841,712.66	281,955.18	559,757.48
6292	-	-	-	-
6314	-	-	-	-
				$2,542,884.73

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct
Contract 6292 ——— Heppner Jct. Interch. &
E. Unit, Heppner Jct.-Rhea

Cont. No.	Total Amount of Work Performed to 8-5-63	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,497,281.56	1,565,978.34	1,272,928.55	293,049.79
6209	3,067,896.33	2,822,464.60	1,570,096.24	1,252,368.36
6219	606,875.26	606,875.26	281,955.18	324,920.08
6292	-	-	-	-
				$1,997,877.23

OREGON STATE HIGHWAY COMMISSION

Pertaining to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-163 and DA-45-164-CIVENG-61-165 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows the status of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ———— Irrigon-Umatilla Section
Contract 5955 ———— Boardman Jct.-Irrigon Section
Contract 6014 ———— John Day River Bridge
Contract 6209 ———— Blalock-Arlington
Contract 6219 ———— Arlington Viaduct
Contract 6292 ———— Heppner Jct. Interch. &
W. Unit, Heppner Jct.-Rhea

Cont. No.	Total Amount of [illegible]	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	[illegible]	$ 35,000.00	$ 35,000.00	$ -
5955	[illegible]	372,843.00	245,304.00	127,539.00
6014	[illegible]	1,551,428.63	1,272,928.55	278,500.08
6209	[illegible]	2,483,202.82	1,570,096.24	913,106.58
6219	417,142.42	417,142.42	281,955.18	135,187.24
6292	-	-	-	-
				$1,454,332.90

RECEIVED
DEC 6 - 1966

FORM E-30 REV. 7-64

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 2, 1966
Salem, Oregon

SUBJECT: SPRAGUES, INC.
LABOR VIOLATIONS

To: MEMORANDUM FOR FILE

On November 22, 1966, we received a memorandum from the Bureau of Public Roads relating to a review of our Project File I-5-1(55) Wall Creek-Siskiyou Station Section. The Bureau stated a foreman for Spragues Commercial Landscaping, Inc., an approved sub-contractor on this project, had made complaints of failure to receive overtime compensation for work performed. The Bureau informed us they would not process the final report or final voucher until this matter had been resolved.

We immediately obtained a listing of all projects that Spragues, Inc., had either been the prime contractor or sub-contractor on for the Oregon State Highway Department. These projects are as follows:

CONTRACT NO.	FA PROJECT NO.	JOB DESCRIPTION	PRIME CONTRACTOR	STATUS OF CONTRACT
6474	I-5-6([illegible])304	South Unit, Minnesota Freeway	Spragues, Inc.	Final
6755	I-5-5([illegible])283	Wilsonville Safety Rest Area	Warren Northwest	Active
6451	I-5-1(55)66	Wall Creek-Siskiyou Station	Slate Hall	Final
6372	I-80N-5(11)147	Willow Creek-Airport Road	Earl McNutt Co.	Final
6319	I-80N-4(14)139	E.Unit,Arlington Heppner Jct Inter	Rogers Const.	Final
6367	I-5-2(29)116	Roberts Mountain	Slate Hall	Final
6292	I-80N-5(8)145	Heppner Jct. Interchange	Rogers Const.	Final
6360	I-5-1(52)64	Siskiyou Station-Siskiyou Summit	Slate-Hall	Final
6241	I-5-1(40)009	S. Ashland Inter. Wall Creek	Peter Kiewit	Final
6671	I-80N-5(17)157	Airport Road-Irrigon Junction	Spragues, Inc.	Active
6340	I-5-1(51)18	12th Street-N.Ashland Interchange	Spragues, Inc.	Final
6531	I-5-3(66)195	Anlauf-Elkhead Road	Spragues, Inc.	Final

The Accounting Division has recently completed an audit of Contract No. 6474, South Unit, Minnesota Freeway, for possible overtime violations. This matter is being turned over to the Legal Division for determination as to whether or not violations did occur

On November 30, 1966, a meeting was held with the Bureau of Public Roads to determine what action would be necessary by the State Highway Department to resolve this matter. At this meeting, the Bureau stated they had received a copy of a teletype from Mr. Patterson to John Bond (a copy is attached) notifying them of the complaint made by Mr. Rodney

Culp, foreman for Spragues, Inc., of the overtime violation on the Wall Creek - Siskiyou Station Section job. Mr. Culp stated the underpayment of overtime amounted to something over $4,000.00.

The Bureau was then asked if we would be required to conduct an audit on all of the jobs that Spragues had been associated with. They felt we should audit only the jobs in connection with the complaint.

A review of the certified payrolls submitted by Spragues, Inc., on the above projects were made, and it was mutually agreed that the following jobs would need to be audited:

Contract 6211 - Ashland-Wall Creek
Contract 6254 - WallCreek-Siskiyou Station
Contract 6960 - Siskiyou Station-[illegible] Station

On December 1, 1966, Mrs. [illegible] of Spragues, Inc., was contacted and asked if we could examine her records relating to the above projects that they had been the approved sub-contractor for. She stated we could not examine any records until she obtained legal advice from her attorney to determine if the Highway Department had authority to examine the records. We immediately advised our Legal Division of this situation.

At the present time, we are withholding $10,000.00 on Contract No. 6474, South Unit, Minnesota Freeway, and have stopped all payments to Spragues, Inc., on Contract No. 6671, Airport Road-Irrigon Junction, until this matter is settled.

C. H. Matson
Controller

CHM:rc

cc: R.L. Porter
E.D. Kimbee
G.E. Rohde
L.H. Young
F.D. Morgan
Bureau of Public Roads

RECEIVED
JUN 1 - 1966
FOR FILING

May 31, 1966

U.S. Army Engineer Resident Office
John Day Dam Relocation, South Shore
P. O. Box 46
Boardman, Oregon

Contract No. DA-45-164-CIVENG-61-103
Willow Creek Area
State Contract 6292

Gentlemen:

Our request for collection Invoice No. 87895, dated May 16, 1966, in the amount of $6,719.33 needs clarification in order that it may be audited and then processed for payment.

This Invoice is our final billing to you on our contract No. 6292 with Rogers Construction Co. for work in the Willow Creek area.

Total cost of the work was $1,059,432.63. Letter dated May 5, 1963 established $50,400.65 as the State's share, thus leaving $1,009,031.98 as the U.S. Corps of Engineer's obligation.

Previous to the above Invoice No. 87895, you have reimbursed the State $1,002,312.65, thus leaving $6,719.31 unpaid. In order to clarify this billing we have made a tabulation of our expenditures and are attaching it hereto. We believe this tabulation will clarify our Invoice No. 87895 so that it can be placed in line for payment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JAH:lt
Attachment

cc: F. B. Klaboe
F. D. Morgan
C. H. Maison

STATE CONTRACT NO. 6292 - DETAIL OF BILLING

	Total of Previous Billings	This Billing Invoice 87895	Total Final Cost
Payment to Contractor	$ 966,823.15	$ -	$ 966,823.15
Payments to U.S. Corps of Engineers for UPRR Protection Billings, Item 600LJ on Contract Payment Voucher	-	7,570.03	7,570.03
Signing and Removing Cutoffs by State Forces	145.97	-	145.97
* Credit for Pile Cutoffs Retained by State	-	853.20 Cr.	853.20 Cr.
Construction Engineering	85,726.18	2.50	85,728.68
Totals	$1,052,695.30	$6,719.33	$1,059,414.63
Less State's Share	50,382.65	-	50,382.65
Previous Payments by U.S. Corps. of Engineers	1,002,312.65	-	1,002,312.65
Amount Due This Invoice	$ -	$6,719.33	$ 6,719.33

* $853.20 piling credit detail shown on attached Transfer of Cost Distribution

May 31, 1966

OREGON STATE HIGHWAY DEPARTMENT

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FORM A-67 (7-63)

FROM: L. H. Young, Office Engineer

ADDRESS: Salem, Oregon

TO: ACCOUNTING DIVISION—

DATE OF REQUEST: May 27, 1965

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): Heppner Hwy. O'xing Cont. # 6292

DATE OF ORIGINAL DOCUMENT: 2-18-64

VENDOR'S NAME: Rogers Const. Co.

DATE OF VENDOR'S INVOICE: 2-5-64

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT		CREDIT DISTRIBUTION	CREDIT AMOUNT	
4	Each	30'-10BP42 Steel Piling	7752-576	720	00	611-1057-290 P	720	0
1	Each	22.2' " " "	7752-576	133	20	611-1057-290 P	133	2
		TOTAL						

(FOR ACCOUNTING DIV. USE ONLY)

ORIGINAL CHARGE ON VOUCHER 63-64

C-21744

REASON FOR THIS REQUEST: To transfer piling cutoffs from contract 6292 to district maintenance material clearing account.

PREPARED BY: Paul Hatcher

APPROVED:

RECEIVED
MAR 30 1966

~~FOR FILING~~

NPWCO-CA

18 March 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - Approval of Price
Agreement and Extra Work Orders under
State Contract No. 6292

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 23 September 1965 to this office requesting approval of Price Agreement No. 2 and Extra Work Orders Nos. 1 through 4 issued in conjunction with your State Contract No. 6292 for construction of the Heppner Junction Interchange and North Unit, Heppner Junction Interchange-Rhea Section.

Returned herewith approved, in accordance with Article 1c of our agreement contract are copies of Price Agreement No. 2, change from RS-2 to RS-1 for tack coat; Extra Work Order No. 2, furnish and install temporary signs for traffic control; Extra Work Order No. 3, prospect for a source of select subgrade material; and Extra Work Order No. 4, provide for 2,200 l.f. of pipe drain. It is understood and agreed that the entire costs of these changes are properly Government responsibility. Also returned approved is a copy of Extra Work Order No. 1 for the State's share of flagging costs. This is approved to cover the State's flagging costs of 4,203.73, which is the actual amount shown on your Estimate No. 13, marked postfinal, sent to this office. This item is also a Government obligation.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

5 Incl
1. PA No. 2
2. EWO No. 1
3. EWO No. 2
4. EWO No. 3
5. EWO No. 4

[illegible] to Haney
[illegible] w/Encls.
3.30.66

RECEIVED
OCT 11 1965
FOR FILING

I-80N-5(8)145

[illegible]

October 4, 1965

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

A post-final payment for $250 will be made to Rogers Construction Inc., on Contract No. 6292 for grading, paving, structure, and signing on the Heppner Junction Interchange and North Unit, Heppner Junction Interchange-Rhea Section of the Columbia River and Heppner Highways in Gilliam County, as soon as the warrant is prepared.

The total amount paid on this contract will be $966,823.15, including the post-final payment. Of the total $10,552.13 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc Rogers Construction Inc.
11760 N.E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
Peyton Building
Spokane 10, Washington

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
MAR 4 - 1965

FOR FILING

March 4, 1965

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No.
DA-45-164-CIVENG-61-103
Relocation of Oregon
Highway Facilities
John Day Lock and Dam

Dear Sir:

Reference is made to your letter of February 11 regarding better liaison between our respective organizations, particularly with respect to financial obligations incurred. Comments upon your proposals are as follows:

(a) We were under the impression that all Extra Work Orders, Price Agreements, and State Force Orders on contracts administered by the State Highway Department had been submitted to your Resident Engineer, Mr. Ben Molle' in duplicate by our Mr. J. S. Sawyer. I am currently having Mr. Sawyer re-check all of these jobs to be sure that this has been done. I am further advised that in cases where the change orders are of some magnitude, joint field inspection is made byyour people and Mr. Sawyer.

You may have assurance that we will take every precaution to see that you are kept fully advised. If submission of these documents through your Resident Engineer's office is not the proper routing, please advise us of the routing you would prefer.

(b) At the end of each estimate period, you will be furnished with copies of the Resident Engineer's Project Cost Report for each project over which we have jurisdiction. In the past, we have furnished you with a listing of the unbilled accrued costs on each state-administered project.

For your further information, I am enclosing a copy of the above listing. This, again, is furnished to your Resident Engineer at Boardman.

We hope the foregoing procedures will expedite reimbursement to the State and simplify the audit at the final settlement stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. S. Sawyer
A. F. Parson
J. F. Putnam

LHY:mb fn

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

11 February 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Draft for Cooper please

Dear Mr. Cooper:

It has come to my attention that, in preparation of final payments to State contractors performing work pursuant to the terms of our agreement contract above cited, there have been several changes executed under those contracts of which my office has not been informed and as a consequence, significant changes have been made in the obligation of the Government. I believe it is to our mutual advantage to develop a system of keeping our agencies as current as possible in such matters. I submit for your consideration that the following procedures be instituted as soon as possible:

a. Submit for my approval all changes to be executed under those construction contracts administered by your office and on which the Government has cost responsibility. This procedure is prescribed in Article 1c of our agreement. Any changes already executed should likewise be furnished so that our records may be current.

b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-65

It is anticipated that, by the use of these procedures, processing of reimbursement to the State can be materially expedited, be more accurate, and that the obligations of the State and Federal Government be adjusted realistically as the need arises.

Your comments are requested.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	Irrigon-Umatilla Section
Contract No. 5955	Boardman Jct.-Irrigon Section
Contract No. 6014	John Day River Bridge
Contract No. 6209	Blalock-Arlington, G
Contract No. 6219	Arlington Viaduct
Contract No. 6292	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	Heppner Jct. Interchange Structure
Contract No. 6349	E. Unit, Arlington-Heppner Jct.
Contract No. 6351	Blalock-Arlington, Stone Base and Oil
Contract No. 6388	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544	Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,800.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

RECEIVED
FEB 8 - 1965
FOR FILING

6292

February 8, 1965

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

On January 18, 1965, we wrote to you concerning release of final payment on Contract No. 6292 awarded to Rogers Construction, Inc., for grading, paving, structure and signing on the Heppner Junction Interchange and North Unit, Heppner Junction Interchange-Rhea Section of the Columbia River and Heppner Highways in Gilliam County.

Final payment on this contract is $45,686.64 and the total contract amount is $966,484.85, including $10,552.13 for work performed under force account. We are retaining $250 for railroad flagging charges on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland 16, Oregon

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
JAN 15 1965

FOR FILING

[illegible]

6292

January 14, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed September 16, 1964 on Contract No. 6292. The contract was with Rogers Construction, Inc., and was for grading, paving, structure and signing on the Heppner Junction Interchange and N. Unit, Heppner Junction Interchange-Rhea Section of the Columbia River and Heppner Highways in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 14, 1965 and that you concur in this procedure at the Commission meeting on January 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
A. F. Parson

LPS:bjs

RECEIVED
OCT 12 1964

FOR FILING

October 9, 1964

Rogers Const. Inc.,
11760 NE Glisan Street
Portland 16
Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 9, 1964, considered your request for an extension of the specified completion date from July 31, 1964, to September 30, 1964, to complete contract #6292 for grading-paving-structure-signing the Heppner Jct. Interchange & North Unit of the Heppner Jct. Interchange-Rhea Section of the Columbia River and Heppner Highways in Gilliam County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of the specified completion date from July 31, 1964, to September 5, 1964, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parson
L. V. Blickenstaff
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

RECEIVED
OCT 12 1964

FOR FILING

Form CD-121
(11-63)
(Pres
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: October 7, 1964

In reply refer to: 08-35.4-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Time Extension - Heppner Interchange and North Unit, Heppner Junction Interchange-Rhea Section
Columbia River and Heppner Highways
Oregon Project I-80N-5(8)145

We concur in your recommendation that the completion date on subject project be extended from July 31 to September 5, 1964.

Morgan
Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 7 - 1964

FOR FILING

6292

October 7, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 4
October 9, 1964 Meeting

Gentlemen:

Rogers Construction Company, contractor on the Heppner Junction Interchange and the North Unit, Heppner Junction Interchange-Rhea Sections of the Columbia River and Heppner Highways, Contract No. 6292, in Gilliam County, has presented a request for an extension of time from July 31, 1964 to September 30, 1964.

The contract specified completion not later than July 31, 1964. Work was completed September 16. A labor strike from May 5 to May 20 caused 15 days delay. Failure of another contractor to complete the Heppner Junction Interchange structure and its approaches delayed completion of paving and guardrail construction a total of 14 days. Allowance of seven days in which to move equipment back onto the project and reassemble forces is considered reasonable and is recommended. This totals 36 days of justified delay.

We, therefore, recommend extension of the specified completion date from July 31 to September 5 and assessment of liquidated damages from September 5 to September 16 (seven chargeable days). The Bureau of Public Roads has indicated concurrence.

This matter will be presented for your consideration at the October 9 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Mr. Floyd Query   Mr. R. L. Porter
    Mr. Lloyd Shaw   Mr. Victor Wolfe
    Mr. L. H. Young   Mr. F. D. Morgan
    Mr. C. H. Maison
LPS:ajw srb

RECEIVED
NOV 4 - 1964
FOR FILING

6292

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#4

Oregon State Highway Commission
Salem, Oregon

Date September 14, 19 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 31, 1964 days to Sept 30 1964 days, within which to complete our Contract No. 6292, without the assessment of liquidated damages. The said contract is described as follows:

Heppner Jct.- Intchg. I-80N-5(8)145 611-1057

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Seperate contract on Interchange Bridge not completed prior to July 31, 1964. All other work finished prior to July 31, 1964. Unable to pave Bridge ends and install Guard Rail at Bridge ends due to non completion of Bridge under a different contract. This necessitated our non completion on time, also additional expense of moving back to complete this work. The State Engineer desired other changes to build cross overs etc., all due to non completion of Bridge.

Respectfully submitted,

DATE Oct 9, 1964 - Completion date extended to Sept 5, 1964
Lloyd Quing

ROGERS CONSTRUCTION, INC.
Contractor

By Chas R. McInroe
Chas. R. McInroe by F. A. Farris

CONSENT OF SURETY

Date ...., 19......

We, THE FIDELITY & CASUALTY CO OF NEW YORK

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

PALLETT FISHER & CARLO INC

By
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6292 Contractor Rogers Construction Inc.

Highway Columbia River & Heppner

Section Heppner Jct. Intch. & N. Unit, Heppner Jct. Intch.-Rhea

Kind of Work Grading, Paving, Signing & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Granted as per attached letter of transmittal.

Recommended for Approval:

Division Engineer

G. L. Decker
Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6292
Project designation I-80N-5(8)145 State-Federal
Date awarded June 14, 1963
Work started September 26, 1963
Per cent completed 99.98 9-15-64 Date
Completion date ~~No. of Workdays Allowed~~ 7-31-64
Percent ~~No. of~~ Workdays Used 114
~~No. of~~ Added Workdays Requested to 9-30-64

October 2, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Heppner Junction Interchange
and North Unit, Heppner
Junction Interchange-Rhea
Sections
Columbia River and Heppner
Highways
Oregon Project I-80N-5(8)145
Contract No. 6292

Dear Sir:

We have received from Rogers Construction Company, contractor on the subject project, a request for an extension of the specified completion date from July 31, 1964, to September 30, 1964.

The contractor cites a delay caused by the contractor for the Heppner Junction Interchange structure not having completed work so that he could complete his paving and guardrail construction. He also cites additional work involved in the construction of cross-overs required by the noncompletion of the structure.

The laborers' strike from May 5 to May 20 delayed work on this project for 15 days. The contractor had completed the major portion of his work by August 7 when his progress was stopped due to the noncompletion of the Heppner Junction Interchange structure. Fourteen days later, on August 21, the bridge contractor completed his work permitting work to continue on Contract No. 6292.

Allowing 14 days when the contractor was delayed by the bridge contractor, plus seven days, a reasonable time in which the contractor could be expected to move back onto the project, plus the 15 days that the strike delayed him, makes a total of 36 calendar days.

The contract was completed September 16, 1964.

It is our recommendation that the completion date on this project be extended from July 31 to September 5. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

DES:bjm: ajw

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1964

SUBJECT: Request for Time Extension
Heppner Jct. Interchange and No. Unit,
Heppner Jct. Interchange-Rhea Sections
Columbia River and Heppner Highways
Contract No. 6292

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request for an extension of the specified completion date submitted by Rogers Construction Company, contractor on the subject project, from July 31, 1964 to September 30, 1964.

The contractor's request is based on the non-completion of the Heppner Jct. Interchange structure which delayed his paving and guardrail construction and additional work required to construct cross-overs because of the non-completion of the structure.

The laborer's strike from May 5, 1964 to May 20, 1964 delayed work on this project for 15 days. On August 7, the contractor's operations were halted because the contractor for the Heppner Jct. Interchange structure, which included the grading of the structure approaches, had not completed his work. The structure and contiguous grading work were completed on August 21, or 14 days in which the contractor could not pave or construct guardrail. Allowing another 7 days for a reasonable time to move back onto the project makes a total of 36 calendar days.

When the contractor's operations were halted on August 7, 1964, he had completed the major portion of his work. On August 28 he resumed his surfacing work at the structure ends and the project was completed on September 16, 1964.

Allowing the 36 calendar day extension, for the reasons cited, will extend the completion date to September 5, 1964. This still will result in a penalty of 11 calendar days (7 chargeable days) or $1,960.00.

It is our recommendation that the 36 day extension to September 5 be allowed.

RECEIVED
OCT 1 1964
STATE HIGHWAY ENGINEER

This has been discussed with the Bureau of Public Roads' Area Engineer, who concurs in the recommendation.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 9196

WEEK ENDING: October 3, 1964

SECTION: Heppner Jct. Int.&N. Unit Heppner Jct. Int.-Rhea

SECTION PREFIX: 611-1057

HIGHWAY: Columbia River & Heppner

COUNTY: Gilliam

NAME OF JOB: Heppner Jct. Interchange & N. Unit Heppner Jct. Interchange - Rhea.

KIND OF WORK: Grading, Paving, Structure, Signing

CONTRACTOR: Rogers Construction Inc.

CONTRACT NUMBER: 6292

FEDERAL AID PROJECT NUMBER: I-80N-5(8)145

DATE OF CONTRACT: June 14, 1963

DATE WORK STARTED: September 26, 1963

ESTIMATED COMPLETION DATE: September 16, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: Comp. Date July 31, 1964

WORK DAYS USED: -

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 1,063,465.59

ENGINEERING AUTHORIZATION: $ 75,624.22

EXCLUSIVE OF ENGINEERING: $ 987,841.37

ENGINEERING COST TO DATE: $ 80,750.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 970,000.00

PERCENT OF AUTHORIZATION: 107%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2%

DATE PROJECT WAS COMPLETED: September 16, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.82	4.82			4.82
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.82	4.82			4.82
TOTAL ESTIMATED QUANTITIES (CONTRACT)	726,700	95,000			25,000
TOTAL QUANTITIES CORRECTED TO DATE	734,663.3	115,018.6			24,174.97
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Partly Cldy, Fair		
TUESDAY	Overcast Cool		
WEDNESDAY	Overcast Rain		
THURSDAY	Fair		
FRIDAY	"		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project 100% Completed

Semi-Final Estimate Transmitted to Division Office Sept. 30, 1964

SIGNED L.V. Blickenstaff

ADDRESS P.O. Box 134 Umatilla, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 10 1964
FOR FILING

L. Shaw

CON LAG 56 9-9-64 243P

MORGAN

TRAFXXX TRAVELING PUBLIC NOW USING THE RECONSTRUCTION HEPPNER HWY ON THE HEPPNER JCT AND N UNIT HEPPNER JCT-RHEA CREEK PROJECT. MCGREGOR TRIANGLE CONSTRUCTION THE CORPS CONTRACTOR AT WILLOW CREEK IS CLOSING THE OLD HEPPNER HWY AT THE JCT.

SHIRLEY
DJ

9-9-64

RECEIVED
APR 15 1964
FORM E-30 90M 12-63 94676
FOR FILING

2-8-3-9-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 8, 1964

To:

SUBJECT: Heppner Jct. Interchange
and N. Unit, Heppner Jct.
Interchange-Rhea Section
Contract 6292

Mr. F. D. Morgan
Construction Engineer
Salem

Attention: G. L. Decker

We have your letter of April 3 regarding the "unstable" boulders on the subject project.

A day or two before we received your letter we took this up with Mr. Blickenstaff who was thoroughly familiar with the situation. However we requested that he take another look, which he did with the result as indicated in the attached copy of a letter from him.

We understand that the rocks are not particularly dangerous but will be removed by the contractor.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj
Attachment

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
10 1964

APR 14 1964
STATE HIGHWAY ENGINEER

FORM E-20a 50M 2-63 49307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Umatilla, Oregon
April 7, 1964

SUBJECT: Heppner Jct. Intercange & N. Unit
Heppner Jct. Interchange-Rhea Sec.
Columbia River & Heppner Highways
Contract 6292

To:
Mr. A. F. Parson
Division Engineer
La Grande

Attention Mr. C. D. Cannon

In response to your telephone call, I have investigated the rocks at top of the slope at Sta. 495.

There are several rocks in this area entirely outside and above the cutslope on natural ground and which, from the roadway, have the appearance of being "balanced rocks".

I have talked to the contractor about these and they will be removed.

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

Salem, Oregon
April 2, 1964

East Unit, Arlington-Heppner Junction
Interstate 80N - Dangerous Rocks

Mr. F. D. Morgan
Construction Engineer
Building

Mr. Wolfe advises that he observed a short section of the subject project in which there is a high cut bank with large boulders apparently in rather unstable condition at the top of the slope and below which there is no fall out trench.

Will you please have someone investigate this situation and if it is as reported, have the rocks and boulders removed before there is any possibility of their conflicting with traffic.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
MAR 25 1964

6292

March 24, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the installation of 8" perforated metal pipe for slide correction on the Heppner Jct. Interchange & N. Unit, Heppner Jct. Interchange-Rhea Section of the Columbia River Highway in Gilliam County, Contract No. 6292 in connection with Federal-Aid Project No. I-80N-5(8)145.

This work is necessary to drain underground water to stabilize the subgrade.

The project was field-checked by the BPR Assistant Area Engineer March 17, 1964, and the work verbally recommended for approval. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Att.

RECEIVED
DEC 31 1963
FOR FILING

6393

Salem, Oregon
December 30, 1963

RAILROAD COMPANIES
FILE No. 616

Pux 495 - Heppner Highway O-Xing
Union Pacific Railroad Company
Bridge No. 9126
Gilliam County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

We are sending you a fully executed copy of an agreement with the Union Pacific Railroad Company covering the above-named subject, for processing, after which please return it to General Files for filing.

A photo copy of the above agreement has been retained in this office.

Secretary

rn
Attach: 1

RECEIVED
SEP 26 1963

FOR FILING

I 80N-5(8)

[illegible]

September 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the Heppner Jct. Interchange and E. Unit Heppner Jct. Interchange-Rhea Section of the Columbia River and Heppner Highways in Gilliam County, Contract No. 6292 in connection with Federal-Aid Project No. I-80N-5(8)145.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
SEP 26 1963
FOR FILING

6292

September 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Heppner Jct. Interchange and N. Unit, Heppner Jct. Interchange-Rhea Section of the Columbia River and Heppner Highways in Gilliam County, Contract No. 6292 in connection with Federal-Aid Project, Number I-80N-5(8)145.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
SEP 13 1963

FOR FILING

6712

September 13, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the October 10 meeting will be the matter of entering into an agreement with the Union Pacific Railroad Company, covering a crossing on the Heppner Branch. This is in connection with the North Unit of the Heppner Junction Interchange Section of Interstate Highway 80-N.

This is a normal railroad-highway agreement involving a grade separation. It has been examined by this Department and found to be in order and we recommend that it have your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

RLP:ms fn

RECEIVED
AUG 16 1963
FOR FILING

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

(06).

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA156

PR WWA037 GOVT DL PD=WUX WALLA WALLA WASH 15 402P PDT=
STATE HIGHWAY ENGINEER, OREGON STATE HIGHWAY DEPT=
SALEM ORG= 1963 AUG 15 PM 4 19

=ATTN: MR HILL HOUNG, OFFICE ENGINEER.

FROM NPWEN-RL 1122 REF CONTRACT 61-103.

1. THE CHIEF ENGINEER OF THE UNION PACIFIC RAILROAD COMPANY HAS APPROVED THE DESIGN PLANS AND SPECIFICATIONS FOR THE TWO UPRR OVERPASS STRUCTURES FOR HIGHWAY I-80N AT HEPPNER JUNCTION, OREGON BY LETTER OF 25 JULY 1963.

2. NOTIFICATION BY WIRE OF YOUR APPROVAL TO AWARD THIS CONTRACT IS REQUESTED=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1963 AUG 15 PM 4 19

A W WELCH, AUTHORIZED REPRESENTATIVE OF THE CONTRACTING OFFICER US ARMY ENGR DIST WALLA WALLA==

=NPWEN-RL 1122 REF 61-103 1 I-80N 25 1963 2=

RECEIVED
AUG 13 1963

FOR FILING

6292

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1963

SUBJECT: **Relocation of Traffic Counter**
Heppner Jct. Interchange Section
Columbia River Highway
Gilliam County
Project No. I-80N-5(8)145
Contract No. 6292

To: **Mr. J. W. Valentine**
Field Utilities Liaison Engineer
State Highway Department
P. O. Box 650
LaGrande, Oregon 97850

This is your authority to take necessary action to have power installed at Station 468+08, the new location of the subject traffic counter.

It is understood the cost of this is going to be borne by the Corps of Engineers.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjh

cc: **Tom Edwards** ✓
F. B. Crandall
A. F. Parson
L. V. Blickenstaff

NOTED

AUG [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1963
FOR FILING

July 30,1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Heppner Jct. UPRR Overpass Structures
Gilliam County, Oregon
I-80N, CIVSNC-45-164-63-69

Dear Sir:

Your concurrence as of today is requested in the award of contract for two UPRR overpass structures and embankment on the Heppner Interchange Section of Interstate 80N on the basis of the low bid submitted July 24, 1963 by Pacific Concrete Company, Portland, Oregon. The low bid is in the amount of $528,333.00. The State's share of the project is $392,436.00.

Attached hereto, are three certified copies of the bid tabulation, together with a Bill for Collection from the Department of the Army, Corps of Engineers, in support of the State's share of this project. We have checked this bill and find it to be correct.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Att.
cc: L. P. Shaw
F. Morgan
C. Maison

Standard Form No. 1114
9 GAO 1036
1114-103

BILL FOR COLLECTION

Bill No. I 64 197

Date 25 Jul 63

Department of the Army, Corps of Engineers
(Department or Establishment and Bureau or Office)

Bldg. 602, City-County Airport, Walla Walla, Washington
(Address)

PAYER:

State of Oregon
State Highway Department
Salem, Oregon
Attn: L. H. Young, Highway Engineer

This bill should be returned by the payer with his remittance.

SEE INSTRUCTIONS BELOW.

Date	DESCRIPTION	Quantity	Unit Price Cost	Unit Price Per	Amount
	Betterments chargeable to the State of Oregon in connection with construction of two UPRR overpass structures and embankment for Highway 80N, Heppner Junction, Gilliam County, Oregon , advertised under IFB CIVENG-45-164-63-69.				
	Costs based on bid of Pacific Concrete Company, P.O. Box 7648, Portland 20, Oregon.				

Bid Items		Quantity	Unit Price	Total
1.	Excavation, Unclas	193,600	$ .85	$164,560.00
2.	Excavation, Structural	245	70.00	17,150.00
3.	Fill and Blackfill, Struct	46	7.00	322.00
4.	Embankment	144,100	.30	43,230.00
5.	Stabilization	1,980	1.00	1,980.00
6.	Portland Cement	582	7.00	4,074.00
7.	Overpass	1	LS	109,933.00
	Contract amount - State Funding			$341,249.00
	5% for Preliminary Engineering			17,062.00
	10% for Supervision and Administration			34,125.00
	TOTAL			$392,436.00

Please make check payable to the Treasurer of the United States.

AMOUNT DUE THIS BILL, $392,436.00

This is not a receipt

INSTRUCTIONS

Tender of payment of the above bill may be made in cash, United States postal money order, express money order, bank draft, or check, to the office indicated. Such tender, when in any other form than cash, should be drawn to the order of the Department or Establishment and Bureau or Office indicated above.

Receipts will be issued in all cases where "cash" is received, and only upon request when remittance is in any other form. If tender of payment of this bill is other than cash or United States postal money order, the receipt shall not become an acquittance until such tender has been cleared and the amount received by the Department or Establishment and Bureau or Office indicated above.

Failure to receive a receipt for a cash payment should be promptly reported by the payer to the chief administrative officer of the bureau or agency mentioned above.

U. S. GOVERNMENT PRINTING OFFICE 1958—O-486450

Incl 1

NPWSU-PR

26 July 1963

Re: Invitation CIVENG-45-164-63-69
Constr. of Two UPRR Overpass
Structures and Embankment for
Hwy. I80N Location, Heppner
Junction, Gilliam County, Ore.

State of Oregon
State Highway Department
Salem 10, Oregon

Prefix
611-1058
611-1455

Gentlemen:

Inclosed herewith, in duplicate, is Bill for Collection No. I 64 197, dated 25 July 1963, in the amount of $392,436.00, for betterments chargeable to the State of Oregon for Construction of Two U.P.R.R. Overpass Structures and Embankment for Hwy. I80N Location, Heppner Junction, Gilliam County, Oregon.

Also inclosed are eight copies of the Tabulation of Bids. The figures shown therein are certified to be exactly as those submitted by the bidders on the above-referenced invitation.

It is requested that payment be processed and approval granted to award a contract to Pacific Concrete Company, P. O. Box 7648, Portland 20, Oregon, in the amount of $522,333.00, lowest bid received.

Sincerely yours,

E. C. FRANZEN
Acting District Engineer

2 Incl
1. Bill for Coll. (dupe)
2. Tab of Bids (8 cys)

RECEIVED
JUL 29 1963
BRIDGE ENGINEERING DIVISION

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

TABULATION
~~ABSTRACT~~ OF BIDS - CONSTRUCTION

SHEET NO. 1 OF 1

INVITATION FOR BIDS NO. CIVENG-45-164-63-69 (1 Amendment)	OFFICE U. S. Army Engineer District, Walla Walla Corps of Engineers Bldg. 602, City-County Airport Walla Walla, Washington
ISSUED 21 June 1963	OPENED 2:15 p.m., (P.d.t.), 24 July 1963

ITEM NO.	FOR: Construction of Two U.P.R.R. Overpass Structures and Embankment for Hwy. I80N Location, Heppner Junction, Gilliam County, Oregon	Quantity	Unit	GOVERNMENT ESTIMATE ☐ HIRED LABOR ESTIMATE ☒ REASONABLE CONTRACT ESTIMATE (without profit) ☐ REASONABLE CONTRACT ESTIMATE (including profit)		BID NO. 2 (LOW) PACIFIC CONCRETE COMPANY P. O. Box 7648 Portland 20, Oregon		BID NO. SLATE-HAL 7805 S. W Portland
1.	Excavation, unclassified	200,000	C.Y.	$1.10	$220,000.00	$0.85	$170,000.00	$1.30
2.	Excavation, structural	600	C.Y.	11.45	6,870.00	70.00	42,000.00	20.00
3.	Fill and backfill, structural	400	C.Y.	4.15	1,660.00	7.00	2,800.00	3.50
4.	Embankment	140,000	C.Y.	0.10	14,000.00	0.30	42,000.00	0.20
5.	Stabilization	1,800	S.Y.	0.30	540.00	1.00	1,800.00	0.70
6.	Portland cement	1,400	Bbl.	4.80	6,720.00	7.00	9,800.00	6.00
7.	Overpass, eastbound, I80N	1	Job	L.S.	114,575.00	L.S.	109,933.00	L.S.
8.	Overpass, westbound, I80N	1	Job	L.S.	156,300.00	L.S.	150,000.00	L.S.
	TOTAL				$520,665.00		$528,333.00	

Incl 24

SHEET NO. 1 OF 1

. Army Engineer District, Walla Walla
s of Engineers
. 602, City-County Airport
a Walla, Washington
p.m., (P.d.t.), 24 July 1963

(MAY BE TORN

180N		GOVERNMENT ESTIMATE		BID NO. 2 (LOW)		BID NO. 1 (2ND LOW)		BID NO. 3 (3RD LOW)	
		☐ HIRED LABOR ESTIMATE ☒ REASONABLE CONTRACT ESTIMATE (without profit) ☐ REASONABLE CONTRACT ESTIMATE (including profit)		PACIFIC CONCRETE COMPANY P. O. Box 7648 Portland 20, Oregon		SLATE-HALL (Joint Venture) 7805 S. W. 40th Avenue Portland 19, Oregon		J. N. CONLEY - HANNAN BROS. C 4332 N. E. Royal Ct. (Joint Portland 13, Oregon Venture)	
tity	Unit								
000	C.Y.	$1.10	$220,000.00	$0.85	$170,000.00	$1.30	$260,000.00	$1.35	$270,000.00
600	C.Y.	11.45	6,870.00	70.00	42,000.00	20.00	12,000.00	15.00	9,000.00
400	C.Y.	4.15	1,660.00	7.00	2,800.00	3.50	1,400.00	5.00	2,000.00
000	C.Y.	0.10	14,000.00	0.30	42,000.00	0.20	28,000.00	.20	28,000.00
,800	S.Y.	0.30	540.00	1.00	1,800.00	0.70	1,260.00	.40	720.00
,400	Bbl.	4.80	6,720.00	7.00	9,800.00	6.00	8,400.00	6.00	8,400.00
1	Job	L.S.	114,575.00	L.S.	109,933.00	L.S.	140,000.00	L.S.	138,000.00
1	Job	L.S.	156,300.00	L.S.	150,000.00	L.S.	180,000.00	L.S.	180,000.00
			$520,665.00		$528,333.00		$631,060.00		$636,120.00

RECEIVED
JUL 15 1963
FOR FILING 10

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM .2 (REV. .61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. I-80N-5(8)145	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Gilliam
		PROJECT NO. I-80N-5(8)145

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Heppner Jct. Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	1.004
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 464,644.00	$ 44,330.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw
Asst. State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 17, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

"Utility work on this project is non-participating"

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(8)145

[illegible] JUNCTION-[illegible] GRADE SECTION

OF THE [illegible] HIGHWAY IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 25, 1963

Type Code 6201
Roadway (Sta. [illegible]+00 to Sta. 557+00) (Contract 6232)

Clearing and Grubbing	All	Req. (70%)		$ 14,000.00
Drainage Excavation, Unclass.	330	cu.yd.	$ 3.00	990.00
General Excavation, Unclass.	350,400	cu.yd.	0.56	196,224.00
Extra for Selected Subgrade Material	27,300	cu.yd.	0.30	8,190.00
Short Overhaul	1,217,000	yd.sta.	0.005	6,085.00
Long Overhaul	11,000	C-yd.sta.	0.40	4,400.00
Finishing Roadbed and Slopes	All	Req. (50%)		1,500.00
Rounding Cutbanks	5,000	lin.ft.	0.20	1,000.00
Seeding	17	acres	140.00	2,380.00
Mulching	17	acres	140.00	2,380.00
Grass Seed, Crested Wheatgrass	200	lb.	0.45	90.00
Grass Seed, Hard Fescue	100	lb.	0.65	65.00
Inorganic Fertilizer, 16-20-0	40	cwt.	5.50	220.00
18-inch Culvert Pipe	980	lin.ft.	3.35	3,283.00
Extra for Pipe Under Pavement	120	lin.ft.	4.00	480.00
18-inch Culvert End Sections	15	only	27.00	405.00
24-inch Culvert End Sections	2	only	50.00	100.00
Salvage and Stockpile Guard Rail	125	lin.ft.	2.00	250.00
Metal Guard Rail	3,900	lin.ft.	2.75	10,725.00
Rail End Pieces	16	only	5.00	80.00
Guide Posts, PW-1	90	only	7.50	675.00
Guide Posts, PY-2	89	only	7.75	689.75
Guide Posts, PY-3	1	only	8.00	8.00
Bracket Reflectors	30	only	3.50	105.00
Type 2 Fence	280	rods	7.25	2,030.00
Salvage and Reinstall Type 2 Fence	310	rods	4.00	1,240.00
20' x 48" Metal Gates	1	only	75.00	75.00
1-½ inch Electrical Conduit	300	lin.ft.	2.50	750.00
Coarse Crushed Material in Base	34,800	tons	1.25	43,500.00
3/4"-0 Material in Base	8,200	tons	1.25	10,250.00
Sprinkling	6,400	M-gal.	2.50	16,000.00
Preparation of Base	All	Req. (50%)		750.00
3/4"-0 Material in Binder Course	315	cu.yd.	2.60	819.00
MC-250 Asphalt	50	tons	42.00	2,100.00

Asphaltic Concrete Mixture	13,300 tons	$ 3.60	$ 47,880.00
Asphalt in Mixture	735 tons	33.00	24,255.00
RS-2 Asphalt	4 tons	60.00	240.00
Removal of Existing Sign Installations	All Req.		95.00
Furnish 8" BP 36# Steel Piling	40 lin.ft.	6.00	240.00
Drive Steel Piles	3 only	275.00	825.00
Sign Support Footings	All Req.		630.00
Metal Sign Post	All Req.		320.00
Wood Sign Posts	All Req.(96%)		1,344.00
Type "A" Signs in Place	365 sq.ft.	6.50	2,372.50
Type "C", "D" and "R" Signs in Place	583 sq.ft.	3.50	2,040.50
Type "E", "F" and "G" Signs in Place	83 sq.ft.	5.50	456.50
Type "H" Signs in Place	28 sq.ft.	4.00	112.00
Type "K" Signs in Place	159 sq.ft.	4.75	755.25
Type "P" Signs in Place	20 sq.ft.	5.00	100.00
			$413,504.50
Flagging	All Req.		$ 6,500.00
Signing	All Req. (40%)		400.00
			$ 6,900.00
Utilities			
Work by Columbia Basin Electric Coop.	All Req.		$ 1,500.00
Work by Eastern Oregon Telephone Co.	All Req.		500.00
			$ 2,000.00
	Subtotal		$422,404.50
	10% Engr. & Cont.		42,239.50
	Total		$464,644.00

Length of Roadway - - - - - - - - 1.004 Miles
Cost of Roadway Per Mile - - - $460,601.59

SUMMARY OF FUNDS

Description	Total Cost	Federal* Funds	State* Funds	US Corps of Engr. Funds
Roadway	$464,644.00	$44,330.00	$3,862.00	$416,452.00

* Based on quantities which are state responsibility per agreement with Corps of Engineers.

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

[illegible]

PROJECT NO. I-80N-[illegible](2)145

Tabulation of agreed quantities at estimated costs for State portion of project per agreement between State and Corps of U.S. Army Engineers. See letter dated May 3, 1963, confirming these quantities.

Type Code 6291
Roadway (Sta. 504+00 to Sta. 557+00) (Contract 6292)

Drainage Excavation, Unclass.	205	cu.yd.	$ 3.00	$ 615.00
18-inch Culvert Pipe	240	lin.ft.	3.35	804.00
24-inch Culvert Pipe	95	lin.ft.	5.00	475.00
Extra for Pipe Under Pavement	75	lin.ft.	4.00	300.00
18-inch Culvert End Sections	6	only	27.00	162.00
24-inch Culvert End Sections	1	only	50.00	50.00
Salvage and Stockpile Guard Rail	125	lin.ft.	2.00	250.00
Metal Guard Rail	880	lin.ft.	2.75	2,420.00
Rail End Pieces	2	only	5.00	10.00
Guide Posts, PM-1	30	only	7.50	225.00
Guide Posts, PM-2	2	only	7.75	15.50
Type 2 Fence	64	rods	7.25	464.00
1-1/2 inch Electrical Conduit	300	lin.ft.	2.50	750.00
Coarse Crushed Material in Base	3,850	tons	1.25	4,812.50
3/4"-0 Material in Base	2,160	tons	1.25	2,700.00
Sprinkling	110	M-gal.	2.50	275.00
Preparation of Base	All	Req. (10%)		150.00
3/4"-0 Material in Binder Course	60	cu.yd.	2.60	156.00
MC-250 Asphalt	10	tons	42.00	420.00
Asphaltic Concrete Mixture	4,770	tons	3.60	17,172.00
Asphalt in Mixture	265	tons	33.00	8,745.00
RS-2 Asphalt	4	tons	60.00	240.00
				$ 41,211.00
Flagging (57½% of Contractor's Cost)	All	Req. (40%)		$ 2,600.00
	Subtotal			$ 43,811.00
	10% Engr. & Cont.			4,381.00
			Total	$ 48,192.00

Federal Funds -	$ 44,330.00
State Funds -	3,862.00
	$ 48,192.00

Federal-Aid
Project No. I-80N-5(8)145

Oregon State Highway Department

HEPPNER JUNCTION INTERCHANGE SECTION

OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 7, 1963

Type Code 6201
Roadway (Sta. 504+00 to Sta. 557+00)

Clearing and Grubbing	All	Req. (70%)		$ 4,900.00
Drainage Excavation, Unclass.	330	cu.yd.	$ 3.00	990.00
General Excavation, Unclass.	350,400	cu.yd.	0.68	238,272.00
Extra for Selected Subgrade Material	27,300	cu.yd.	0.25	6,825.00
Short Overhaul	1,217,000	yd.sta.	0.01	12,170.00
Long Overhaul	11,000	C-yd.sta.	0.40	4,400.00
Finishing Roadbed and Slopes	All	Req. (50%)		2,500.00
Rounding Cutbanks	5,000	lin.ft.	0.20	1,000.00
Seeding	17	acre	150.00	2,550.00
Mulching	17	acre	200.00	3,400.00
Grass Seed, Crested Wheatgrass	200	lb.	0.60	120.00
Grass Seed, Hard Fescue	100	lb.	0.75	75.00
Inorganic Fertilizer, 16-20-0	40	cwt.	6.00	240.00
18-inch Culvert Pipe	980	lin.ft.	5.00	4,900.00
Extra for Pipe Under Pavement	120	lin.ft.	4.00	480.00
18-inch Culvert End Sections	15	only	45.00	675.00
24-inch Culvert End Sections	2	only	65.00	130.00
Salvage and Stockpile Guard Rail	125	lin.ft.	1.00	125.00
Metal Guard Rail	3,900	lin.ft.	2.50	9,750.00
Rail End Pieces	16	only	5.00	80.00
Guide Posts, PW-1	90	only	7.00	630.00
Guide Posts, PY-2	89	only	8.00	712.00
Guide Posts, PY-3	1	only	8.50	8.50
Bracket Reflectors	30	only	2.00	60.00
Type 2 Fence	280	rod	6.50	1,820.00
Salvage and Reinstall Type 2 Fence	310	rod	4.50	1,395.00
20' x 48" Metal Gates	1	only	125.00	125.00
1-1/2 inch Electrical Conduit	300	lin.ft.	2.25	675.00
Coarse Crushed Material in Base	34,800	ton	1.40	48,720.00
3/4" - 0 Material in Base	8,200	ton	1.50	12,300.00
Sprinkling	6,400	M-gal.	3.00	19,200.00
Preparation of Base	All	Req. (50%)		1,000.00
3/4" - 0 Material in Binder Course	315	cu.yd.	3.75	1,181.25
MC-250 Asphalt	50	ton	45.00	2,250.00

Asphaltic Concrete Mixture	13,300 ton	$ 4.25	$ 56,525.00
Asphalt in Mixture	735 ton	38.00	27,930.00
RS-2 Asphalt	4 ton	44.00	176.00
Removal of Existing Sign Installations	All Req.		100.00
Furnish 8" BP 36# Steel Piling	40 lin.ft.	8.00	320.00
Drive Steel Piles	3 only	150.00	450.00
Sign Support Footings	All Req.		800.00
Metal Sign Post	All Req.		575.00
Wood Sign Posts	All Req. (96%)		1,296.00
Type "A" Signs in Place	365 sq.ft.	7.15	2,609.75
Type "C", "D" and "R" Signs in Place	583 sq.ft.	3.65	2,127.95
Type "E", "F" and "G" Signs in Place	83 sq.ft.	4.30	356.90
Type "H" Signs in Place	28 sq.ft.	4.00	112.00
Type "K" Signs in Place	159 sq.ft.	5.75	914.25
Type "P" Signs in Place	20 sq.ft.	6.75	135.00
			$478,086.60
Flagging	All Req.		$ 6,500.00
Signing	All Req. (40%)		400.00
			$ 6,900.00
Utilities			
Work by Columbia Basin Electric Coop.	All Req.		$ 1,500.00
Work by Eastern Oregon Telephone Co.	All Req.		500.00
			$ 2,000.00
	Subtotal		$486,986.60
	10% Engr. & Cont.		48,698.40
	Total		$535,685.00

Length of Roadway - - - - 1.004 Miles
Cost of Roadway Per Mile- $533,550.79

SUMMARY OF FUNDS

Description	Total Cost	Federal* Funds	State* Funds	US Corps of Engr. Funds
Roadway	$535,685.00	$50,360.00	$4,384.00	$480,941.00

* Based on quantities which are State responsibility per agreement with Corps of Engineers.

HEPPNER JUNCTION INTERCHANGE SECTION

PROJECT NO. I-80N-5(8)145

Tabulation of agreed quantities at estimated costs for State portion of project per agreement between State and Corps of U.S. Army Engineers. See letter dated May 3, 1963, confirming these quantities and cost estimate.

Type Code 6201
Roadway (Sta. 504+00 to Sta. 557+00)

Drainage Excavation, Unclass.	205	cu.yd.	$ 3.00	$ 615.00
18-inch Culvert Pipe	240	lin.ft.	5.00	1,200.00
24-inch Culvert Pipe	95	lin.ft.	7.50	712.50
Extra for Pipe Under Pavement	75	lin.ft.	4.00	300.00
18-inch Culvert End Sections	6	only	45.00	270.00
24-inch Culvert End Sections	1	only	65.00	65.00
Salvage and Stockpile Guard Rail	125	lin.ft.	1.00	125.00
Metal Guard Rail	880	lin.ft.	2.50	2,200.00
Rail End Pieces	2	only	5.00	10.00
Guide Posts, PW-1	30	only	7.00	210.00
Guide Posts, PY-2	2	only	8.00	16.00
Type 2 Fence	64	rod	6.50	416.00
1-1/2 inch Electrical Conduit	300	lin.ft.	2.25	675.00
Coarse Crushed Material in Base	3,850	ton	1.40	5,390.00
3/4" - 0 Material in Base	2,160	ton	1.50	3,240.00
Sprinkling	110	M-gal.	3.00	330.00
Preparation of Base	All	Req. (10%)		200.00
3/4" - 0 Material in Binder Course	60	cu.yd.	3.75	225.00
MC-250 Asphalt	10	ton	45.00	450.00
Asphaltic Concrete Mixture	4,770	ton	4.25	20,272.50
Asphalt in Mixture	265	ton	38.00	10,070.00
RS-2 Asphalt	4	ton	44.00	176.00
				$47,168.00
Flagging (57½% of Contractor's Cost)	All	Req. (40%)		$ 2,600.00
	Subtotal			$49,768.00
	10% Engr. & Cont.			4,976.00
			Total	$54,744.00

Federal Funds -	$50,360.00
State Funds -	4,384.00
	$54,744.00

RECEIVED
JUL 1 - 1963

FOR FILING

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION

TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

JUNE 20 1963

DISTRICT ENGINEER
CORPS OF ENGINEERS U.S. ARMY
BLDG 602, CITY-COUNTY AIRPORT
WALLA WALLA WASHINGTON

ATTENTION MR KOON
RIGHT OF WAY DIVISION

NOTED
LLOYD P. SHAW

REFERENCE IS MADE TO E C FRANZEN'S LETTER OF JUNE 13 REGARDING APPROVAL FOR ADVERTISING OF THE HEPPNER JUNCTION OVERPASSES. IN THIS CONNECTION, THE BPR HAS REQUESTED THAT WE CERTIFY THAT THE NECESSARY RIGHT OF WAY HAS BEEN ACQUIRED AND IN SUCH MANNER AS TO COMPLY WITH FEDERAL REGULATIONS REGARDING DISPLACED PERSONS. IT IS POSSIBLE THAT THIS CERTIFICATION WAS COVERED IN YOUR MESSAGEFORM OF MAY 8, 1963. PLEASE ADVISE.

L. H. YOUNG
OFFICE ENGINEER
OREGON STATE HIGHWAY DEPT.

RECEIVED
JUL 11 1963

FOR FILING

I 80N-5(1)145

6292

June 14, 1963

Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, accepted your proposal for grading, paving, structure and signing on the Heppner Junction Interchange and North Unit, Heppner Junction Interchange-Rhea Section of the Columbia River Highway and the Heppner Highway, Gilliam County, for the sum of $934,302.75, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6292.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

RECEIVED
JUN 14 1963

FOR FILING

I-80N-5(8)145

6292

June 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the Heppner Junction Interchange Section, grading, paving and structure in Gilliam County, Project No. I-80N-5(8)145 to Rogers Construction, Incorporated, on the basis of the bid of $934,302.75 submitted on June 4, 1963.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Approval of award has been received from the U. S. Corps of Army Engineers and a copy of same is submitted herewith.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mb
Encls.

RECEIVED
JUN 25 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 14, 1963

Original signed by
[illegible]
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-5(8)145
Heppner Junction Interchange Section
Grading, paving & signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6292 to Rogers Construction, Inc., of Portland, Oregon, low bidder in the amount of $934,302.75 at the June 4, 1963 bid opening.

Mr. Litchfield's June 4, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our May 13, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original to Young
6-25-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 17 1963

FOR FILING

REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

I-80N-5(8)145

NPWSU-PR

6292

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

13 June 1963

Re: Contract DA-45-164-CIVENG-61-103
Relocation, Heppner Highway and
I-80N-5(8)145

State of Oregon
State Highway Department
Salem 10, Oregon

ATTENTION: Mr. Forrest Cooper

Gentlemen:

Approval is granted to award contract for Relocation, Heppner Highway and I-80N-5(8)145 of the Columbia River Highway on the John Day Lock and Dam Project, to Rogers Construction, Inc., in the amount of $1,063,465.59. Corps of Engineers obligation is $1,013,082.94.

Since obligations under Contract DA-45-164-CIVENG-61-103 are funded by fiscal year, funds for payments will be made available as needed.

Sincerely yours,

E. C. Franzen
E. C. FRANZEN
Acting District Engineer

cc Porter
Morgan
Marvin
Merchant.
Nash.

NOTED
R. L. PORTER

RECEIVED
JUN 17 1963

FOR FILING
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RE

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

13 June 1963

Re: Contract No. 61-103, Relocation of I80N
Heppner Junction Overpasses

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to your letter of 28 May 1963 concerning our proposed contract for the construction of railroad overpasses and grading work in the vicinity of Heppner Junction, Oregon.

This letter is being hand-carried to your office by Mr. Hansens together with eight (8) copies of the Invitation to Bid on this construction work.

It is our intention to advertise this work on 21 June 1963 and we request that your approval for the advertisement, with the concurrence of the Bureau of Public Roads, be forwarded to us by that date.

Sincerely yours,

E. C. Franzen
E. C. FRANZEN
Acting District Engineer

1 Incl (8)
Plans & Specs
Invit. to Bid 63-69

Porter
cc Morgan.
Marsan
Hardel.
Nash (2)

NOTED
R. L. PORTER

JUN 1 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1963

FOR FILING

June 7, 1963

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to the proposed construction of overpass structures on the Heppner Branch, Union Pacific Railroad and the relocation of Highway 80N at Heppner Junction on the John Day Lock and Dam project.

The plans, specifications, and cross sections transmitted by your letter of May 17 have been reviewed and we offer the following comments:

1. The proposed rock fill at the west end of the future eastbound Willow Creek structure should not be controlled to any height other than the top of the finished subgrade. This fill is to be made from suitable rock material from the highway roadbed cut from Station 53 to Station 64. As this quantity of material could vary considerably, any limit of rock fill height would give the contractor an opportunity for claim for additional compensation.

2. We have questioned the necessity for proposed riprap on the rock fill by letter of May 15, 1963.

3. Special care must be taken by the contractor during construction of the overpass over the existing highway to maintain and protect traffic through the area.

4. The attached list contains comments on the specifications.

May we have your consideration of these suggestions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

NOTED
LLOYD P. SHAW

cc Forrest Cooper
F. D. Morgan

Attachment

DLT:fp: ajw

Two Overpass Structures and Embankment for Union Pacific Railroad Relocation, Heppner Junction, Gilliam County, CIVENG-45-164
June 7, 1963

COMMENTS:

Bid Form - Reference to Gilliam County, Washington, should be Oregon.

Page SC-1, Article SC-1, Amount of liquidated damage to be filled in.

Page SC-7, Article SC-24, Blanks to be filled in for Public Law____, approved____________, sum of $_________.

Page SC-13, Article SC-41, Reference in specifications to WWD-40-05-08, however, attached drawing is WWD-40-05-10.

Page SC-14, Reference in specifications to WWD-40-05-08, however, attached drawing is WWD-40-05-10. Dimensions on WWD-40-05-10 and plan drawing JDR-1-0-16/210 Project Sign do not agree.

Page TP2-4, Article 2.06(2), Blasting. Second sentence "Blasting shall be used only as necessary to loose(?) (loosen?)."

Page TP2-6, Article 2.08, Referring to paragraph 2-13 (suggest adding "DUST CONTROL").

Page TP2-15, Articles 2-14(b) and (c), Rounding Cutbanks on Plan Sheet JDR-1-0-16/219 Plan Notes 1 and 2 covered in specifications.

Page TP3-1, Article 3-03(a), General fill in bank section reference (Section 2).

Page TP4-8, Article 4-08, Reference is made to CRD-C-55-61. Is this Corps of Engineers serial number?

Page TP4-10, Article 4-11(d), Fill in blank after word Section _____(2).

Page TP5-2, Article 5-02(c), Reference is to Railroad bridges, however, reference to Pages TP5-3 and TP5-5 is Railway. Which is correct? Also, under list of publications, Page TP5-2, reference to ASTM A 72 has not been made as called for on Page TP5-4, Article 5-04(j).

Page TP5-4, Article 5-04(j), Reference to Section 6, we believe should be Section 7.

Page TP5-6, Article 5-07, Painting. Number of section omitted, should be Section 7.

RECEIVED
JUN 8 - 1963

FOR FILING

I-80N-5(8)14

6292

June 5, 1963

The District Engineer
Corps of Engineers, U.S. Army
Bldg. 602, City-County Airport
Walla Walla, Washington

Re: Relocation, Heppner Highway
and I-80N-5(8)145
DA-45-164-CIVENG-61-103

Dear Sir:

Reference is made to the relocation, Heppner Highway and I-80N-5(8)145 of the Columbia River Highway on the John Day Lock and Dam project.

Bids were received and read on June 4, 1963, in accordance with Oregon State Highway Department procedures. The low bidder, Rogers Construction, Inc., is a qualified contractor and the bid was substantially below the engineer's estimate. Enclosed, is a tabulation of contract quantities extended by the low bid unit amounts. Also enclosed, is a tabulation of Oregon State Highway Department obligation quantities and extended prices.

Under the terms of Contract No. DA-45-164-CIVENG-61-103, costs for the work, using contract bid prices, are to be allocated as follows:

Total Contract, including Engineering and Contingencies			$1,063,465.59
Oregon State Highway Obligations:			
Contract Bid Items	$41,211.00		
Flagging	2,600.00		
Subtotal		$43,811.00	
Additives:			
Req. Art. 5.d - 10%	$ 4,381.10		
Req. Art. 5.c.d- 5%	2,190.55		
Subtotal		$ 6,571.65	
Total State Obligation			$ 50,382.65
Corps' Share			$1,013,082.94

Your concurrence in award of this contract to Rogers Construction, Inc., on the basis set forth, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

LHY:mb
Encls.

cc: A. M. Parsons, BPR
L. H. Young
F. D. Morgan
C. H. Maison

COMPLETE PROJECT

Hanover Jct. Interchange and
E. Unit, Hanover Jct. Interchange-West Sections

Sheet No. 1

Item No.	Item	Quantities		Unit Price	Amount
	ROADWORK				
1.	Clearing and Grubbing	All	Spec.		$ 20,000.00
2.	Drainage Excavation, Unclassified	470	cu.yd.	$ 3.00	1,410.00
3.	General Excavation, Unclassified	726,700	cu.yd.	.56	406,952.00
4.	Extra for Selected Subgrade Material	37,400	cu.yd.	.30	11,220.00
5.	Short Overhaul	2,605,000	yd.sta.	.005	13,025.00
6.	Long Overhaul	37,500	C-yd.sta.	.40	15,000.00
7.	Finishing Roadbed and Slopes	All	Spec.		3,000.00
8.	Rounding Cutbanks	12,500	lin.ft.	.20	2,500.00
9.	Seeding	17	acre	140.00	2,380.00
10.	Mulching	17	acre	140.00	2,380.00
11.	Grass Seed, Crested Wheatgrass	200	lb.	.45	90.00
12.	Grass Seed, Hard Fescue	100	lb.	.65	65.00
13.	Inorganic Fertilizer, 16-20-0	40	cwt.	5.50	220.00
14.	12-inch Culvert Pipe	60	lin.ft.	2.50	150.00
15.	18-inch Culvert Pipe	1,770	lin.ft.	3.35	5,929.50
16.	24-inch Culvert Pipe	190	lin.ft.	5.00	950.00
17.	18-inch Corrugated Steel Pipe, Uncoated	45	lin.ft.	3.40	153.00
18.	36-inch Corrugated Steel Pipe, Uncoated	75	lin.ft.	11.00	825.00
19.	48-inch Corrugated Steel Pipe, 10 Gage, Uncoated	190	lin.ft.	19.00	3,610.00
20.	12-inch Uncoated Corr. Steel or Extra Str. Concrete Pipe	270	lin.ft.	2.50	675.00
21.	Extra for Pipe Under Pavement	120	lin.ft.	4.00	480.00
22.	18-inch Culvert End Sections	25	only	27.00	675.00
23.	24-inch Culvert End Sections	2	only	50.00	100.00
24.	Salvage and Stockpile Guard Rail	125	lin.ft.	2.00	250.00
25.	Metal Guard Rail	8,700	lin.ft.	2.75	23,925.00
26.	Rail End Pieces	50	only	5.00	250.00
27.	Guide Posts, PX-1	250	only	7.50	1,875.00
28.	Guide Posts, PX-2	90	only	7.75	697.50
29.	Guide Posts, PX-3	2	only	8.00	16.00
30.	Bracket Reflectors	30	only	3.50	105.00
31.	Type 2 Fence	2,500	rod	7.25	18,125.00
32.	Salvage and Reinstall Type 2 Fence	530	rod	4.00	2,120.00

COMPLETE PROJECT

Heppner Jct. Interchange and
[illegible] Unit, Heppner Jct. Interchange-Rhea Section

Sheet No. 2

Item No.	Item	Quantities	Unit Price	Amount
33.	16' x 48" Metal Gates	5 only	$ 60.00	$ 300.00
34.	20' x 48" Metal Gates	1 only	75.00	75.00
35.	1-1/2 inch Electrical Conduit	300 lin.ft.	2.50	750.00
36.	Coarse Crushed Material in Base	77,500 ton	1.25	96,875.00
37.	3/4" - 0 Material in Base	17,600 ton	1.25	22,000.00
38.	Sprinkling	9,700 M-gal.	2.50	24,250.00
39.	Preparation of Base	All Spec.		1,500.00
40.	3/4" - 0 Material in Binder Course	715 cu.yd.	2.60	1,859.00
41.	MC-250 Asphalt	110 ton	42.00	4,620.00
42.	Asphaltic Concrete Mixture	25,000 ton	3.60	90,000.00
43.	Asphalt in Mixture	1,375 ton	33.00	45,375.00
44.	RS-2 Asphalt	4 ton	60.00	240.00
45.	Extra for Paving Approaches	6 only	30.00	180.00
	SIGNING			
46.	Removal of Existing Sign Installations	All Req.	$	$ 95.00
47.	Furnish 8 BP 36 Steel Piling	40 lin.ft.	6.00	240.00
48.	Drive Steel Piles	3 only	275.00	825.00
49.	Sign Support Footings	All Req.		630.00
50.	Metal Sign Posts	All Req.		320.00
51.	Wood Sign Posts	All Req.		1,400.00
52.	Type "A" Signs in Place	391 sq.ft.	6.50	2,541.50
53.	Type "C", "D" and "E" Signs in Place	583 sq.ft.	3.50	2,040.50
54.	Type "F", "J" and "G" Signs in Place	83 sq.ft.	5.50	456.50
55.	Type "H" Signs in Place	28 sq.ft.	4.00	112.00
56.	Type "K" Signs in Place	159 sq.ft.	4.75	755.25
57.	Type "P" Signs in Place	20 sq.ft.	5.00	100.00
	RETAINING WALLS			
58.	Structural Excavation	90 cu.yd.	6.00	540.00
59.	Structural Excavation Below Elevations Shown	10 cu.yd.	6.00	60.00
60.	Class "A" Concrete	All Req.		6,800.00
61.	Metal Reinforcement	All Req.		1,000.00
	BRIDGE NO. 9126			
62.	Shoring, Cribbing, etc.	All Req.		20,000.00
63.	Structural Excavation	340 cu.yd.	6.00	2,040.00
64.	Structural Excavation Below Elevations Shown	30 cu.yd.	6.00	180.00

COMPLETE PROJECT

Hanover Jct. Interchange and
E. Unit, Hanover Jct. Interchange-Ohio Sections

Sheet No. 3

Item No.	Item	Quantities	Unit Price	Amount
65.	Furnish 10 BP 42 Steel Piling	780 lin.ft.	$ 6.00	$ 4,680.00
66.	Drive Steel Piles	12 only	90.00	1,080.00
67.	Splice Steel Piles	3 only	50.00	150.00
68.	Class "A" Concrete	All Req.		42,000.00
69.	Metal Reinforcement	All Req.		15,500.00
70.	8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
71.	Railroad Protective Costs	All Spec.		2,500.00
				$ 934,302.75

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 934,302.75
Anticipated Additional Items:		
Flagging	$ 6,500	
Signing	1,000	
Adj. Utilities	3,500	11,000.00
		$ 945,302.75
Engr. & Cont. (12½%)		118,162.84
Estimated Net Authorization, Constr.		$1,063,465.59

HIGHWAY DEPARTMENT RESPONSIBILITY

FAI

(I-80N-5(8)145)

Heppner Jct. Interchange and
[illegible] Umat., Heppner Jct. Interchange-Shea Sections

Item No.	Item	Quantities		Unit Price	Amount
1.	Drainage Excavation, Unclassified	205	cu.yd.	$ 3.00	$ 615.00
2.	18-inch Culvert Pipe	240	lin.ft.	3.35	804.00
3.	24-inch Culvert Pipe	95	lin.ft.	5.00	475.00
4.	Extra for Pipe Under Pavement	75	lin.ft.	4.00	300.00
5.	18-inch Culvert End Sections	6	only	27.00	162.00
6.	24-inch Culvert End Sections	1	only	50.00	50.00
7.	Salvage and Stockpile Guard Rail	125	lin.ft.	2.00	250.00
8.	Metal Guard Rail	880	lin.ft.	2.75	2,420.00
9.	Rail End Pieces	2	only	5.00	10.00
10.	Guide Posts, PW-1	30	only	7.50	225.00
11.	Guide Posts, PW-2	2	only	7.75	15.50
12.	Type 2 Fence	64	rod	7.25	464.00
13.	1-1/2 inch Electrical Conduit	300	lin.ft.	2.50	750.00
14.	Coarse Crushed Material in Base	3,850	ton	1.25	4,812.50
15.	3/4" - 0 Material in Base	2,160	ton	1.25	2,700.00
16.	Sprinkling	110	M-gal.	2.50	275.00
17.	Preparation of Base	All	Spec.		150.00
18.	3/4" - 0 Material in Binder Course	60	cu.yd.	2.60	156.00
19.	MC-250 Asphalt	10	ton	42.00	420.00
20.	Asphaltic Concrete Mixture	4,770	ton	3.60	17,172.00
21.	Asphalt in Mixture	265	ton	33.00	8,745.00
22.	RS-2 Asphalt	4	ton	60.00	240.00
					$ 41,211.00

Flagging . . . . $ 2,600

Total . . . . $ 43,811.00

1065

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

JUNE 5, 1963

File Ref. D 323 - 1 - 57

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

CONSTRUCTION DIVISION
JUN 6 1963
[illegible]

Atten: Mr. G. L. Decker,
Assistant Construction Engineer

Dear Sir:

Referring to your letter of May 14 submitting plans in connection with construction of the Heppner Junction Interchange Section of Interstate Highway 80N and the Heppner Junction - Rhea Section of Highway 74 which includes overcrossing on the Railroad's Heppner Branch at M. P. 4.04, FAP No. I-80N-5(8)45:

Herewith returned is one set of the Plans which have been approved by Mr. J. M. Bates for the Railroad's Chief Engineer, subject to the following revisions:

1. At the inlet end of 48-inch culvert to be installed at Highway Station 178+90, we ask that the State provide a berm about 6' high to prevent any large amount of water collected along the southerly side of the highway hitting directly upon the Railroad's track and roadbed. Also, the State is requested to provide proper drainage facilities on the outlet end of the culvert to prevent damage to the railroad.

2. Where the highway embankment slopes spill through the overcrossing abutments, it is requested that the State construct the outer 20' of these embankments from rock-fill material. This is requested because if the embankments were constructed of sand, silt and boulders which predominate on this project, there would probably be a great deal of erosion which would be detrimental to the railroad.

Yours very truly,

G. H. Baker

enc.

RECEIVED
JUN [illegible] 1963
FOR FILING

May 31, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Reference is made to the Heppner Branch Union Pacific Railroad Overpass structures and location of Interstate Highway 80-N on the John Day Lock and Dam Project and to a letter of May 27, 1963, from the Corps of Engineers.

Article 5d of the agreement for the relocation of Interstate Highway 80-N on the John Day Lock and Dam Project stipulates the manner in which quantities must be agreed upon between the Corps of Engineers and the Oregon State Highway Department before any contract is advertised.

The Corps of Engineers has requested in the attached letter that a deviation be made in this contract for the agreement of quantities. The structures for this contract are going to be let for a "lump sum" bid; however, as the bulk of the earthwork for this contract is the State's obligation, the Corps desires that its quantities be agreed upon as the fixed amount rather than the State's quantities as we normally do.

We have no objection to this request. We desire your consideration and approval on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Encl.

cc Forrest Cooper
Lloyd P. Shaw
F. D. Morgan
L. Y. Young
C. H. Maison
DLT:fp fn

NPWEN-RE

27 May 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Department
Obligation Cost - Heppner Branch
Overpass Structures and Location
Interstate Highway 80N

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to Article 5 of the above-noted contract which requires that the State's responsibility for portions of the various bid items of a construction contract be predetermined and agreed upon by letters between the Government and the State prior to the advertisement of the contract. The contractor's bid prices are then used to determine the State's financial responsibility. As the project share of the rock excavation is very small in comparison to the State share, it is suggested that on this contract only, the Government share of the excavation and embankment items be the fixed contribution to the contract amount, and the State share be variable. This letter contains a summary of Oregon State Highway Department anticipated costs and related information as to the predetermination of quantities for the above-referenced construction, and is being hand-carried to your office by Mr. Hansens. It is based on this concept.

This construction contract pertains to the construction of two Union Pacific Railroad Heppner Branch line overpass structures of Interstate Highway 80N, excavation and partial embankment of the eastbound lane of this highway between Stations 557+50 and 582+32, and rock excavation on the westbound lanes, approximately 100 feet east and west of the westbound lane overpass structure, as made necessary to meet Interstate Highway standards. Highway drainage culverts and surfacing are not involved in this contract.

cc: Weidemann

[illegible] 27 May 1963

Mr. [illegible]

[illegible] of the work under [illegible] overhead structure [illegible] hand-carried [illegible] for this contract were transmitted to your [illegible] 27 May 1963.

We [illegible] this contract for 14 June 1963, [illegible] your comments or approval of these [illegible] enclosed [illegible].

Sincerely yours,

3 Incl [illegible]
[illegible]
[illegible]

E. H. [illegible]
Col., CE
Contracting Officer

Copy furnished:
CE, [illegible]
[illegible]
[illegible]

VAW/jt
WJD
CGH
AMW
ACR
ECF
VB
JMB/s
MSR
SUPPLY

RECEIVED
MAY 29 1963
FOR FILING

May 28, 1963

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Gentlemen:

Reference is made to the proposed construction of the two overpass structures and embankment for UPRR Relocation, Heppner Junction, on the John Day Lock and Dam Project, and further to a letter of May 27, 1963 requesting concurrence in the Corps of Engineers obligation.

As a result of a meeting this date between representatives of the Corps of Engineers and our department, minor revisions have been made in the quantities for each obligation. The attached sheets show the total proposed contract to be $569,000. The Corps of Engineers obligation is $207,000 and the Oregon State Highway Department's share is $362,000.

We concur in the above obligations subject to adjustment by the actual bid prices. The Bureau of Public Roads have given their verbal concurrence in agreeing that Corps of Engineer's obligation be the fixed contribution to the contract amount, rather than the State's share as stated in Article 5 of the Agreement for the John Day Lock & Dam Project.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

Lloyd P. Shaw
Ass't State Highway Engineer

DLT:db
Attach.
cc F. D. Morgan
Forrest Cooper

ENTIRE CONTRACT
RELOCATION UNION PACIFIC RAILROAD
HEPPNER BRANCH OVERPASS STRUCTURES
AND LOCATION INTERSTATE HIGHWAY 80N

Item No.	Description	Quantities Net	Allow	Gross	Unit Price	Amount
1	Excavation, Unclass	181,000 CY	18,100	199,100	$ 0.85	$169,235.00
2	Excavation, Structural	609 CY	61	670	15.00	10,050.00
3	Backfill, Structural	122 CY	12	134	2.50	335.00
4	Embankment	136,900 CY	13,690	150,590	0,15	22,589.00
5	Stabilization	1,800 SY	180	1,980	0.30	594.00
6	Portland Cement	1,330 Bbl	67	1,397	6.00	8,283.00
7	Overpass - Eastbound I-80N	1 Job	- - -	1 Job	L.S.	120,227.50
8	Overpass - Westbound I-80N	1 Job	- - -	1 Job	L.S.	162,695.20
			Subtotal			$494,107.70
			Preliminary Engineering			24,705.39
			Contract Supervision & Inspection			49,410.77
						$568,223.86
			Say (Rounded)			$569,000.00

May 28, 1963

RELOCATION UNION PACIFIC RAILROAD HEPPNER BRANCH OVERPASS STRUCTURES AND LOCATION INTERSTATE HIGHWAY 80N CORPS OF ENGINEERS' RESPONSIBILITY

Item No.	Description	Quantities			Unit Price	Amount
		Net	Allow	Gross		
1	Excavation, Unclass.	5,000	500	5,500	$ 0.85	$ 4,675.00
2	Excavation, Structural	386	39	425	15.00	6,375.00
3	Backfill, Structural	80	8	88	2.50	220.00
4	Embankment	5,900	590	6,490	0.15	973.50
6	Portland cement	776	39	815	6.00	4,890.00
8	Overpass - Westbound I-80N	1 Job	- -	1 Job	L.S.	162,695.20
			Subtotal			$179,828.50
			Preliminary Engineering			8,991.43
			Contract Supervision & Inspection			17,982.85
			Total			$206,802.78
			Say (Rounded)			$207,000.00

OREGON STATE HIGHWAY DEPARTMENT COSTS
RELOCATION UNION PACIFIC RAILROAD
HEPPNER BRANCH OVERPASS STRUCTURES
AND LOCATION INTERSTATE HIGHWAY 80N

Item No.	Description	Quantities Net	Allow	Gross	Unit Price	Amount
1	Excavation, Unclass.	176,000C.Y.	17,600	193,600	$ 0.85	$164,560.00
2	Excavation, Structural	223 C.Y.	22	245	15.00	3,675.00
3	Backfill, Structural	42 CY	4	46	2.50	115.00
4	Embankment	131,000 CY	13,100	144,100	0.15	21,615.00
5	Stabilization	1,800 SY	180	1,980	0.30	594.00
6	Portland Cement	554 BBLS	28	582	6.00	3,492.00
7	Overpass, Eastbound I-80N	1	- - -	1	L.S.	120,227.50
			Subtotal			$314,278.50
			Preliminary Engineering			15,713.98
			Contract Supervision & Inspection			31,427.85
				Total		$361,420.33
			Say (Rounded)			$362,000.00

Order #39299

[illegible] 20-63

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 251

In the matter of the Application)
of the STATE OF OREGON, by and)
through its State Highway Com-)
mission, for authority to con-)
struct an overcrossing over the)
tracks and right of way of the)
Union Pacific Railroad Company,)
Heppner Branch, known as the)
HEPPNER HIGHWAY OVERCROSSING)
PROJECT located approximately)
four miles south of Heppner Junc-)
tion in the Northeast Quarter)
(NE¼) of Section 14, Township 3)
North, Range 22 East, Willamette)
Meridian, Gilliam County, Oregon.)

Pux-495

ORDER

The above entitled matter was duly heard on May 3, 1963, at Salem, Oregon, before Cameron F. Woods, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General
Salem, Oregon
In behalf of the Oregon State Highway Commission

For Respondent:

John A. Reuling, Jr., Attorney
Portland, Oregon
In behalf of Union Pacific Railroad Company and Oregon-Washington Railroad & Navigation Company

Order #39299

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility
Commissioner of Oregon

On February 8, 1963, the State of Oregon, by and through its State Highway Commission, filed a Petition pursuant to the provisions of ORS 366.205 and ORS 763.040 for permission to construct a public highway above grade over the tracks and right of way of Oregon-Washington Railroad & Navigation Company, referred to as the Heppner Highway Overcrossing Project in Gilliam County, Oregon.

Attached to and made a part of the Petition is a Plan and Elevation drawing and a Vicinity Map and Profile drawing.

The Petition sets forth the proposed manner in which the construction and maintenance of the project will be handled and the costs thereof borne.

Notice of the Petition and copies thereof were duly served on Union Pacific Railroad Company, the County Court of Gilliam County and the U. S. Army Engineer District, Walla Walla, Washington. The latter filed a letter with the Commissioner stating that it had no objections to the proceedings.

On March 7, 1963, an Answer was filed jointly by Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, hereinafter referred to as Respondent, alleging, inter alia, that Oregon-Washington Railroad & Navigation Company is an interested party to the proceedings for the reason that said company is the owner of the line of railroad at the point of the proposed crossing and that said line of railroad is leased to and operated by Union Pacific Railroad Company. In said Answer, Respondent prays that the plans for the construction of the proposed overcrossing be altered:

> "(a) to provide at least 15' 0" horizontal clearance between the center line of Respondent's track and the retaining wall northwest thereof, . . . and

> "(b) to provide for placement of structure footings at least 3' 6" below base of rail."

The said Answer of Respondent also accepted Petitioner's proposals for the allocation of costs of construction and maintenance of the proposed overcrossing.

On March 21, 1963, Petitioner filed a Reply to the Answer of Respondent admitting the allegations of the Answer, accepting the alterations in the plans for construction proposed by Respondent, and attached to and made a part of said Reply two drawings entitled respectively:

> "Vicinity Map and Profile, Highway Overcrossing of Heppner Branch, Drawing No. 18362, dated October, 1962," as revised November 9, 1962 and March 19, 1963.
>
> "Preliminary Plan and Elevation, Heppner Highway Overcrossing of Heppner Branch, Drawing No. 18429, dated November 5, 1962," as revised March 18, 1963.

In substance, Petitioner's Reply constitutes an amendment to its original Petition and the Petition hereafter will be referred to as the Amended Petition.

The matter was thereafter set down for hearing and notice thereof was duly served upon all parties of record on April 15, 1963.

Evidence was adduced on behalf of Petitioner, Respondent railroads and the Public Utility Commissioner, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The Petition filed herein refers to the highway in question, of which the proposed overcrossing will be a part, as "State Primary Highway No. 74." It is apparent from the description of the highway in the Petition and the drawings of the location of the proposed overcrossing that the above designation is erroneous. The Commissioner takes official notice that the correct designation of the highway as it appears on the State of Oregon State Highway System map is "State Primary Highway No. 52." The error may be explained by the fact, of which the Commissioner also takes official notice, that the same highway is designated as "Oregon State Route No. 74" on the Official Highway Map of Oregon. For purposes of clarity, therefore, the highway in question will be referred to herein as "State Primary Highway No. 52."

The construction of the John Day Dam on the Columbia River by the U. S. Army Corps of Engineers will cause inundation and create a "pool" which will cover the existing Columbia River Highway and will "back-up" on State Primary Highway No. 52. As a consequence thereof, Petitioner proposes to relocate State Primary Highway No. 52. As an integral part of this relocation, it will be necessary to construct an overcrossing over the right of way and track of Oregon-Washington Railroad & Navigation Company.

The proposed overcrossing structure will be located at a point approximately four miles south of Heppner Junction in the Northeast Quarter (NE¼) of Section 14, Township 3 North, Range 22 East, Willamette Meridian, in Gilliam County, Oregon.

The structure will be 204 feet between centers of end bents, and will consist of three reinforced concrete box girder spans. It will have a 26' roadway between curbs with no provisions for sidewalks. The highway on the structure will be 2-lane. The roadway surface of the bridge will be of concrete. The center line of the structure will intersect the center line of the railroad beneath the center span at Railroad Survey Station 211 + 33.40 POC, which corresponds to Highway Survey Station "L" 181 + 06.60 POS. The angle of intersection will be 39° 33' 45" measured in the southwest quadrant. The proposed structure will be on a grade of 4.695 per cent descending to the south.

The estimated annual average daily vehicle traffic over the structure, upon completion, will be 150 vehicles, which volume is expected to increase to 300 vehicles in 1975. The traffic on the railroad beneath the structure presently consists of two freight trains per day, three days a week.

During the period of construction there will be no necessity for any impairment to horizontal clearances.

However, during that period there will be 12" less vertical clearance than prescribed as the minimum by Commissioner's Rule 44-055. This impairment will be temporary, existing only during the construction of the overcrossing and will be removed immediately thereafter.

The proposed overcrossing will meet anticipated needs of the traveling public and will not create any undue hazard or inconvenience to the railroad.

Petitioner proposes that the construction and maintenance of the proposed overcrossing and the costs thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said grade separation project, including reimbursement to Respondent for necessary expenditures incurred by it in connection therewith.

(c) Maintain the said overcrossing structure with its fills, appurtenances and highway approaches after completion of the project.

Respondent will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be required to safeguard rail operations during the construction of the project.

(b) Subject to reimbursement by Petitioner, move and reinstall such existing right of way fences as may be required for the construction of the project.

(c) Subject to reimbursement by Petitioner, remove existing signal and communication lines, protect the same during construction and thereafter replace in permanent locations.

(d) At its own cost and expense maintain existing and future railroad tracks and their appurtenances and facilities after completion of the project.

These proposals have been agreed upon between Petitioner and Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company. No objections were made and they are approved. It is found that the proposals relating to the division of expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the relocation of State Primary Highway No. 52 south of Heppner Junction in Gilliam County and is required in the interest of public safety, convenience and general welfare. Permission for the construction, therefore, should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition, as amended, of the State of Oregon, by and through its State Highway Commission, for the construction of a highway overcrossing structure herein proposed be and the same hereby is granted and No. 2F-4.00-A shall be assigned to said overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

1. Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design with the details as shown on the Oregon State Highway Department Bridge Division Revised Drawing entitled "Preliminary Plan and Elevation Drawing No. 18429," and "Vicinity Map and Profile Drawing No. 18362," submitted with the Petitioner's Reply filed herein and all by reference made a part thereof.

2. Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made;

and it is further

ORDERED that impairments to the standard vertical clearances as prescribed and defined in Commissioner's Rule 44-055, which are necessary to, or result from, the placing of falsework or the erection of building materials required for the construction which do not encroach nearer than 21.5 feet above top of rail, are herein authorized as temporary impaired vertical clearances, such impairments to be removed upon completion of the proposed structure; and it is further

ORDERED that Union Pacific Railroad Company and Oregon-Washington Railroad & Navigation Company are authorized to operate over the impaired tracks under the conditions of impairment referred to herein; and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 20th day of May, 1963.

Public Utility Commissioner

(SEAL)

RECEIVED
MAY 22 1963

FOR FILING

NPWEN-BK

17 May 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Department

cc: Under Separate Cover

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to the proposed construction contract for the location of Interstate Highway 80N and the Union Pacific Railroad, Heppner Branch, overpass structures at Heppner Junction, Oregon.

We are transmitting under separate cover four sets of preliminary plans, specifications, and cross sections for your review and comments. Please note that Drawing No. JDR-1-0-16/207, "Work Area Use Map", is not included. This drawing will be forwarded to you the week of 20 May 1963.

We have scheduled the week of 3 June 1963 for a Walla Walla District representative to be at your office with supporting data to discuss Oregon State Highway Department obligations under this contract.

This contract is scheduled to be advertised 14 June 1963 and the bids opened 16 July 1963.

Sincerely yours,

E. C. FRANZEN
Chief, Engineering Division

3 Incl (Und Sep Cov) (in quad)
1. Plans
2. Specs
3. Cross Sections

Copy furnished:
Mr. J. D. Sawyer
w/1 cy of incl

RECEIVED
MAY 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Barbee
with all Enclosures
5-22-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 2 1 1963

FOR FILING

I-80N 5(8)145

NPWEN-RE

6292

16 May 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Department

State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

ATTENTION: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Dear Sir:

Reference is made to your letter of 7 May 1963 regarding concurrence in advertising and cost responsibilities related to the Heppner Highway and a section of Interstate 80N in the vicinity of Heppner Junction.

Responsibility for costs and detailed information on the surfacing quantities inclosed in your letter have been reviewed and found to be correct. Returned under separate cover is one set of marked plans for this contract indicating only minor changes as mentioned in our letter of 10 May 1963.

I therefore confirm the approval of the plans, as marked, and the advertisement of this construction contract.

Sincerely yours,

1 Incl (Und Sep Cov)
Plans

J. H. BEDDOW
Colonel, CE
Contracting Officer

cc: Under Seperate Cover Copy

original To Barbee
with plans
5-20-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1963

FOR FILING

[illegible]

477 Cottage Street, N. E.
Salem, Oregon

May 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-80N-5(8)145, Heppner Junction Interchange Section
Grading, Paving, & Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that relocation advisory assistance has been provided and that all rights-of-way or rights-of-entry will be available not later than June 6, 1963 as indicated in Mr. Tysor's May 8, 1963 message. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

Your May 7, 1963 status of preparatory work for utility adjustments indicated that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

The mere showing of the dotted line in the typical sections indicating a future 1-½" asphaltic concrete wearing surface shall not be construed as being an agreement or documentation of project records as to the ultimate pavement structure design which will be eligible for Federal-aid participation.

original To Young - with attach.
cc Gifford
5-20-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1963

FOR FILING

I-80N-5(8)145

C 272

9

Salem, Oregon
May 9,1963

Heppner Jct. Interchange
and I-80N-5(8)145.

Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

Herewith, a copy of a notice from the Army Engineers advising that all necessary right of way has been cleared on the subject project and that the acquisition was made in a manner that satisfied the requirements of 21-4.4.

L. H. Young
Office Engineer

LHY:mmb
Enc.

cc: W. T. Wright
F. D. Morgan
J. W. Nash
L. H. Young

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION INFO	BOOK ☐ MULTI ☐ SINGLE ☒			

FROM: DISTRICT ENGINEER U. S. ARMY ENGINEER DISTRICT WALLA WALLA
WALLA WALLA WASH

SPECIAL INSTRUCTIONS

TO: STATE HIGHWAY ENGINEER, OREGON STATE HIGHWAY DEPARTMENT,
SALEM 10, OREGON ATTN: MR. HILL YOUNG (MAIL)

UNCLAS From NPWRE-AQ 636

1. Reference your letter dated 2 May 1963 in regard to Relocation Heppner Highway and I-80N-5(8)145. This is to advise that possession of all right of way which is Government obligation to provide under Contract 61-103 will be available not later than 6 June 1963, under right of entry or Government title.

2. In regard to conformance with PPM 21-4.1, this is to advise that owners and tenants of land acquired for the John Day Lock and Dam Project, who are displaced because of the project, are eligible for reimbursement for expenses incurred in the process of moving, under the provisions of Sec. 401 (b), Public Law 534, 82nd Congress, as amended. All owners are informed of eligibility to apply for reimbursement.

DATE	TIME
8	
MONTH	**YEAR**
May	63

WRITER
SYMBOL: NPWRE-AQ
TYPED NAME AND TITLE (Signature, if required): OWEN L. COOMBE, Chief, Acq. Branch
PHONE:
PAGE NR. 1
NR. OF PAGES 1
SECURITY CLASSIFICATION: UNCLASSIFIED

RELEASER
SIGNATURE: Max K. Tysor
TYPED (or stamped) NAME AND TITLE:
MAX K. TYSOR
Chief, Real Estate Division

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT 49, WHICH IS OBSOLETE FOR ARMY USE.

U. S. GOVERNMENT PRINTING OFFICE : 1955—O-347384

Gen. Files

9

RECEIVED
MAY 8 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-5(8)145

[illegible] —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 7, 1963

The District Engineer
U. S. Army Engineer District
Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington

Re: Relocation, Heppner Hwy.
and I-80N-5(8)145

Dear Sir:

Reference is made to our letter of May 2, 1963, and your response as of May 3, 1963, regarding concurrence in advertising subject-named project and the respective responsibilities for costs.

We have made the changes suggested in your letter, made minor changes in the structural estimate portion and added a bid item for Railroad protective costs.

Responsibilities for costs determined accordingly are:

	State	Total
Contract Bid Items	$47,168.00	$1,064,740.50
Flagging	2,600.00	6,500.00
Signing	-	1,000.00
Adjust Utilities	-	3,500.00
	$49,768.00	$1,075,740.50
Additives:		
Req. Art. 5.d - 10%	$ 4,976.80	
Req. Art. 5.c.9- 5%	2,488.40	
+ 12½% Engr. & Cont.	-	$ 134,467.56
Total	$57,233.20	$1,210,208.06

This indicates the State responsibility for cost of the project to be approximately $57,233.00 with final cost to be based on bid prices of the successful contractor. Revised estimates in support of these figures are forwarded herewith.

Enclosed are the surfacing calculations requested as per paragraph b. of your letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Lloyd P. Shaw
Lloyd P. Shaw
Asst. State Highway Engineer

Encls.

cc: L. H. Young
F. D. Morgan
W. T. Wright
A. W. Parsons, BPR
J. W. Nash
Ivan Merchant
C. H. Maison

U. S. CORPS OF ENGINEERS RESPONSIBILITY

Heppner Jct. Interchange Section
Columbia River & Heppner Highways

Contract Bid Items		$1,017,572.50
Flagging	$3,900.00	
Signing	1,000.00	
Adj. Utilities	3,500.00	8,400.00
		$1,025,972.50

U. S. CORPS OF ENGINEERS RESPONSIBILITY

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Sheet No. 1

Item No.	Item	Quantities	Unit Price	Amount
	ROADWORK			
1.	Clearing and Grubbing	All Spec.		$ 7,000.00
2.	Drainage Excavation	265 cu.yd.	$ 3.00	795.00
3.	General Excavation	726,700 cu.yd.	.68	4,941.56
4.	Extra for Select Subgrade	37,400 cu.yd.	.25	9,350.00
5.	Short Overhaul	2,605,000 yd.sta.	.01	26,050.00
6.	Long Overhaul	37,500 C-yd.sta.	.40	15,000.00
7.	Finish Roadbed & Slopes	All Spec.		5,000.00
8.	Rounding Cutbanks	12,500 lin.ft.	.20	2,500.00
9.	Seeding	17 acre	150.00	2,550.00
10.	Mulching	17 acre	200.00	3,400.00
11.	Grass Seed, Crested Wheatgrass	200 lb.	.60	120.00
12.	Grass Seed, Hard Fescue	100 lb.	.75	75.00
13.	Inorganic Fertilizer 16-20-0	40 cwt.	6.00	240.00
14.	12-inch Culvert Pipe	60 lin.ft.	3.75	225.00
15.	18-inch Culvert Pipe	1,530 lin.ft.	5.00	7,650.00
16.	24-inch Culvert Pipe	95 lin.ft.	7.50	712.50
17.	18-inch Corrugated Steel Pipe, Uncoated	45 lin.ft.	5.00	225.00
18.	36-inch Corrugated Steel Pipe, Uncoated	75 lin.ft.	14.50	1,087.50
19.	48-inch Corrugated Steel Pipe, 10 Gage, Uncoated	190 lin.ft.	27.50	5,225.00
20.	12-inch Corrugated Steel Pipe, or Extra Strength Concrete	270 lin.ft.	4.00	1,080.00
21.	Extra for Pipe Under Pavement	45 lin.ft.	4.00	180.00
22.	18-inch Culvert End Sections	19 only	45.00	855.00
23.	24-inch Culvert End Sections	1 only	65.00	65.00
24.	Metal Guard Rail	7,820 lin.ft.	2.50	19,550.00
25.	Rail End Pieces	48 only	5.00	240.00
26.	Guide Posts, PW-1	220 only	7.00	1,540.00
27.	Guide Posts, PY-2	88 only	8.00	704.00
28.	Guide Posts, PY-3	2 only	8.50	17.00
29.	Bracket Reflectors	30 only	2.00	60.00
30.	Type 2 Fence	2,436 rod	6.50	15,834.00
31.	Salvage & Reinstall Type 2 Fence	530 rod	4.50	2,385.00
32.	16' x 48" Metal Gates	5 only	100.00	500.00
33.	20' x 48" Metal Gates	1 only	125.00	125.00
34.	Coarse Crushed Material in Base	73,650 ton	1.40	103,110.00
35.	3/4" - 0 Material in Base	15,440 ton	1.50	23,160.00
36.	Sprinkling	9,590 M-gal.	3.00	28,770.00
37.	Preparation of Base	All Spec.		1,800.00

U. S. CORPS OF ENGINEERS RESPONSIBILITY

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Sheet No. 2

Item No.	Item	Quantities	Unit Price	Amount
38.	3/4"-0 Material in Binder Course	655 cu.yd.	$ 3.75	$ 2,456.25
39.	MC-250 Asphalt	100 ton	45.00	4,500.00
40.	Asphaltic Concrete Mixture	20,230 ton	4.25	85,977.50
41.	Asphalt in Mixture	1,110 ton	38.00	42,180.00
42.	Extra for Paving Approaches	6 only	30.00	180.00
	SIGNING			
43.	Removal of Existing Sign Installations	All Spec.		100.00
44.	Furnish 8 BP 36 Steel Piling	40 lin.ft.	8.00	320.00
45.	Drive Steel Piles	3 only	150.00	450.00
46.	Sign Support Footings	All Spec.		800.00
47.	Metal Sign Posts	All Spec.		575.00
48.	Wood Sign Posts	All Spec.		1,350.00
49.	Type A signs in place	391 sq.ft.	7.15	2,795.65
50.	Type C, D & R Signs in Place	583 sq.ft.	3.65	2,127.95
51.	Type E, F & G Signs in Place	83 sq.ft.	4.30	356.90
52.	Type H Signs in Place	28 sq.ft.	4.00	112.00
53.	Type K Signs in Place	159 sq.ft.	5.75	914.25
54.	Type P Signs in Place	20 sq.ft.	6.75	135.00
	RETAINING WALLS			
55.	Structural Excavation	90 cu.yd.	5.00	450.00
56.	Str. Exc. Below Elev. Shown	10 cu.yd.	5.00	50.00
57.	Class A Concrete	All Spec.		6,080.00
58.	Metal Reinforcement	All Spec.		1,680.00
	BRIDGE NO. 9126			
59.	Shoring, Cribbing, etc.	All Spec.		2,000.00
60.	Structural Excavation	340 cu.yd.	5.00	1,700.00
61.	Str. Exc. Below Elev. Shown	30 cu.yd.	5.00	150.00
62.	Furnish 10 BP 42 Steel Piling	780 lin.ft.	5.00	3,900.00
63.	Drive Steel Piles	12 only	100.00	1,200.00
64.	Splice Steel Piles	3 only	50.00	150.00
65.	Class A Concrete	All Spec.		48,960.00
66.	Metal Reinforcement	All Spec.		19,306.00
67.	8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
68.	Railroad Protective Costs	All Spec.		5,000.00
			Total	$1,017,572.50

HIGHWAY DEPARTMENT RESPONSIBILITY

FAI

(I-80N-5(8)145)

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Item No.	Item	Quantities		Unit Price	Amount
1.	Drainage Excavation, Unclassified	205	cu.yd.	$ 3.00	$ 615.00
2.	18-inch Culvert Pipe	240	lin.ft.	5.00	1,200.00
3.	24-inch Culvert Pipe	95	lin.ft.	7.50	712.50
4.	Extra for Pipe Under Pavement	75	lin.ft.	4.00	300.00
5.	18-inch Culvert End Sections	6	only	45.00	270.00
6.	24-inch Culvert End Sections	1	only	65.00	65.00
7.	Salvage and Stockpile Guard Rail	125	lin.ft.	1.00	125.00
8.	Metal Guard Rail	880	lin.ft.	2.50	2,200.00
9.	Rail End Pieces	2	only	5.00	10.00
10.	Guide Posts, PW-1	30	only	7.00	210.00
11.	Guide Posts, PY-2	2	only	8.00	16.00
12.	Type 2 Fence	64	rod	6.50	416.00
13.	1-1/2 inch Electrical Conduit	300	lin.ft.	2.25	675.00
14.	Coarse Crushed Material in Base	3,850	ton	1.40	5,390.00
15.	3/4" - 0 Material in Base	2,160	ton	1.50	3,240.00
16.	Sprinkling	110	M-gal.	3.00	330.00
17.	Preparation of Base	All	Spec.		200.00
18.	3/4" - 0 Material in Binder Course	60	cu.yd.	3.75	225.00
19.	MC-250 Asphalt	10	ton	45.00	450.00
20.	Asphaltic Concrete Mixture	4,770	ton	4.25	20,272.50
21.	Asphalt in Mixture	265	ton	38.00	10,070.00
22.	RS-2 Asphalt	4	ton	44.00	176.00
					$47,168.00

Flagging $2,600

Total $49,768.00

COMPLETE PROJECT

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Sheet No. 1

Item No.	Item	Quantities	Unit Price	Amount
	ROADWORK			
1.	Clearing and Grubbing	All Spec.		$ 7,000.00
2.	Drainage Excavation, Unclassified	470 cu.yd.	$ 3.00	1,410.00
3.	General Excavation, Unclassified	726,700 cu.yd.	.68	494,156.00
4.	Extra for Selected Subgrade Material	37,400 cu.yd.	.25	9,350.00
5.	Short Overhaul	2,605,000 yd.sta.	.01	26,050.00
6.	Long Overhaul	37,500 C-yd.sta.	.40	15,000.00
7.	Finishing Roadbed and Slopes	All Spec.		5,000.00
8.	Rounding Cutbanks	12,500 lin.ft.	0.20	2,500.00
9.	Seeding	17 acre	150.00	2,550.00
10.	Mulching	17 acre	200.00	3,400.00
11.	Grass Seed, Crested Wheatgrass	200 lb.	.60	120.00
12.	Grass Seed, Hard Fescue	100 lb.	.75	75.00
13.	Inorganic Fertilizer, 16-20-0	40 cwt.	6.00	240.00
14.	12-inch Culvert Pipe	60 lin.ft.	3.75	225.00
15.	18-inch Culvert Pipe	1,770 lin.ft.	5.00	8,850.00
16.	24-inch Culvert Pipe	190 lin.ft.	7.50	1,425.00
17.	18-inch Corrugated Steel Pipe, Uncoated	45 lin.ft.	5.00	225.00
18.	36-inch Corrugated Steel Pipe, Uncoated	75 lin.ft.	14.50	1,087.50
19.	48-inch Corrugated Steel Pipe, 10 Gage, Uncoated	190 lin.ft.	27.50	5,225.00
20.	12-inch Uncoated Corr. Steel or Extra Str. Concrete Pipe	270 lin.ft.	4.00	1,080.00
21.	Extra for Pipe Under Pavement	120 lin.ft.	4.00	480.00
22.	18-inch Culvert End Sections	25 only	45.00	1,125.00
23.	24-inch Culvert End Sections	2 only	65.00	130.00
24.	Salvage and Stockpile Guard Rail	125 lin.ft.	1.00	125.00
25.	Metal Guard Rail	8,700 lin.ft.	2.50	21,750.00
26.	Rail End Pieces	50 only	5.00	250.00
27.	Guide Posts, PW-1	250 only	7.00	1,750.00
28.	Guide Posts, PY-2	90 only	8.00	720.00
29.	Guide Posts, PY-3	2 only	8.50	17.00
30.	Bracket Reflectors	30 only	2.00	60.00
31.	Type 2 Fence	2,500 rod	6.50	16,250.00
32.	Salvage and Reinstall Type 2 Fence	530 rod	4.50	2,385.00
33.	16' x 48" Metal Gates	5 only	100.00	500.00
34.	20' x 48" Metal Gates	1 only	125.00	125.00
35.	1-1/2 inch Electrical Conduit	300 lin.ft.	2.25	675.00
36.	Coarse Crushed Material in Base	77,500 ton	1.40	108,500.00

COMPLETE PROJECT

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Sheet No. 2

Item No.	Item	Quantities	Unit Price	Amount
37.	3/4" - 0 Material in Base	17,600 ton	$ 1.50	$ 26,400.00
38.	Sprinkling	9,700 M-gal.	3.00	29,100.00
39.	Preparation of Base	All Spec.		2,000.00
40.	3/4" - 0 Material in Binder Course	715 cu.yd.	3.75	2,681.25
41.	MC-250 Asphalt	110 ton	45.00	4,950.00
42.	Asphaltic Concrete Mixture	25,000 ton	4.25	106,250.00
43.	Asphalt in Mixture	1,375 ton	38.00	52,250.00
44.	RS-2 Asphalt	4 ton	44.00	176.00
45.	Extra for Paving Approaches	6 only	30.00	180.00
	SIGNING			
46.	Removal of Existing Sign Installations	All Req.		100.00
47.	Furnish 8 BP 36 Steel Piling	40 lin.ft.	8.00	320.00
48.	Drive Steel Piles	3 only	150.00	450.00
49.	Sign Support Footings	All Req.		800.00
50.	Metal Sign Posts	All Req.		575.00
51.	Wood Sign Posts	All Req.		1,350.00
52.	Type "A" Signs in Place	391 sq.ft.	7.15	2,795.65
53.	Type "C", "D" and "R" Signs in Place	583 sq.ft.	3.65	2,127.95
54.	Type "E", "F" and "G" Signs in Place	83 sq.ft.	4.30	356.90
55.	Type "H" Signs in Place	28 sq.ft.	4.00	112.00
56.	Type "K" Signs in Place	159 sq.ft.	5.75	914.25
57.	Type "P" Signs in Place	20 sq.ft.	6.75	135.00
	RETAINING WALLS			
58.	Structural Excavation	90 cu.yd.	5.00	450.00
59.	Structural Excavation Below Elevations Shown	10 cu.yd.	5.00	50.00
60.	Class "A" Concrete	All Req.		6,080.00
61.	Metal Reinforcement	All Req.		1,680.00
	BRIDGE NO. 9126			
62.	Shoring, Cribbing, etc.	All Req.		2,000.00
63.	Structural Excavation	340 cu.yd.	5.00	1,700.00
64.	Structural Excavation Below Elevations Shown	30 cu.yd.	5.00	150.00
65.	Furnish 10 BP 42 Steel Piling	780 lin.ft.	5.00	3,900.00
66.	Drive Steel Piles	12 only	100.00	1,200.00
67.	Splice Steel Piles	3 only	50.00	150.00
68.	Class "A" Concrete	All Req.		48,960.00
69.	Metal Reinforcement	All Req.		19,306.00
70.	8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
71.	Railroad Protective Costs	All Spec.		5,000.00
				$1,064,740.50

COMPLETE PROJECT

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Sheet No. 3

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$1,064,740.50
Anticipated Additional Items:		
Flagging	$6,500	
Signing	1,000	
Adj. Utilities	3,500	11,000.00
		$1,075,740.50
Engr. & Cont. (12½%)		134,467.56
Estimated Net Authorization, Constr.		$1,210,208.06

Surfacing Calculation Sheet

Sheet 1 of ____ Sheets

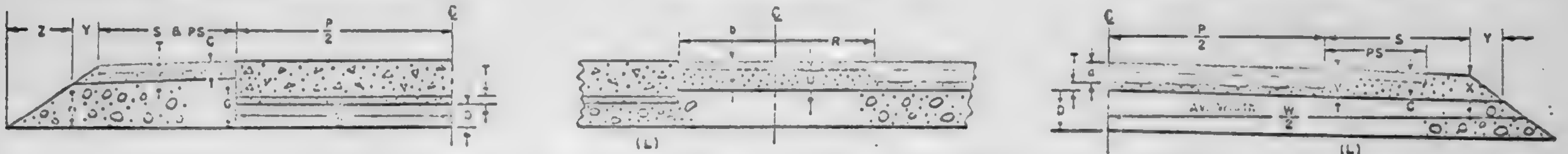
OREGON STATE HIGHWAY DEPARTMENT

Col Riv Hwy
[illegible] ②

Calculations For Hopper Int. Interchange Section

Made By A.H.B. Date 4-10-[illegible] Checked By ____ Date ____

HALF SECTION - P.C.C. PVT. MEDIAN AREA HALF SECTION - A.C. PVT.



From Sta. ____ To Sta. ____ = ____ Feet From Sta. 502 To Sta. 557 = 5500 Feet

BOTTOM COURSE BASE

$\left[\frac{\left(\frac{(G)+(H)}{2}\times(S+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}\right]+\left[\frac{\left(\frac{(G)+(H)}{2}\times(S+Y)\right)+\left(\frac{(h)}{2}\times(Z)\right)}{27}\right]\times (L)\ \_\_\_\_ = \_\_\_\_$

$\left(\frac{(W)\times(D)\times(L)}{27}\right)+\left(\frac{15\times .5\times 5500}{27}\right) = \text{- - - - -}\ \_\_\_\_$ 1.5   41250

1528

(1.30) = 1986 Cu. Yds.

(1.75*) = 2674 Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{((R)\times(U))+((P)+(S+Y)\ 20\times(T)\ .17)}{27}\right]$ (5500.) = 713   17250

Shoulders $\left[\frac{\left(\frac{.50+.26}{2}\times 6\right)+\left(\frac{.26}{2}\times 1\right)-\left(4\times .17\right)}{27}\right]$ (2) (5500) = 352   1.33 46515

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-\left((PS)\times(C)\right)}{27}\right]$ (2) ((L)) = ____

1065

(1.30) = 1385 Cu. Yds.

(1.70 *) = 1811 Tons

SPRINKLING

Crushed Material 3371 Cu. Yds. X .025 = ____

Earthwork 725000 Cu. Yds. X .01 ** = 7250

- - - - - 841 M-Gals

**Furnished by Construction Department

BINDER COURSE

55000

Aggregates $\left(\frac{(P)\ 10\times(L)\ 5500}{}\right)$ (.00083) = - - - - - 46 Cu. Yds.

Asphalt (.000128*) = - - - - - 7 Tons

ASPHALTIC CONCRETE PAVEMENT

Roadway (P) 26 X (L) 5500 X (a) 4 X (Tons/Sq. Ft. 1" Thick*) .0062 = 3546   143000

Shoulders & Median (R)+(PS) 12 X (L) 5500 X (b or c) 2 X .0062 = 818   66000

- - - - - (E) 4364 Tons

TACK COAT

Asphalt Cement in Mixture .055 X (E) ____ = ____ Tons

Emulsified Asphalt (WIDTH) 14 X (L) 5500 X .0000182 - - - - - 2 Tons   77000

OIL MAT WEARING SURFACES

Penetration Asphalt ((P) ____ X (L) ____) (*) = - - - - - ____ Tons

Emulsified Asphalt ( ) = - - - - - ____ Tons

Aggregates
1¼"-¾" ( ) = - - - - - ____
¾"-½" ( ) = - - - - - ____
½"-¼" ( ) = - - - - - ____
¼"-#10 ( ) = - - - - - ____
= ____ Cu. Yds.

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable

All dimensions shall be expressed in feet or decimals of feet except "a", "b", & "c" when used in calculating A.C. Pavement

Surfacing Calculation Sheet

Sheet 2 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

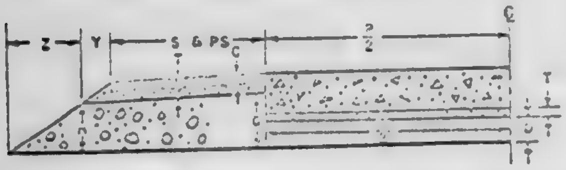
Col. Riv. Hwy
"E" Bound

Calculations For [illegible] Section

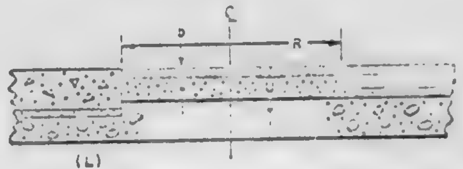
Made By [illegible] Date [illegible] Checked By ____ Date ____

30% Comp

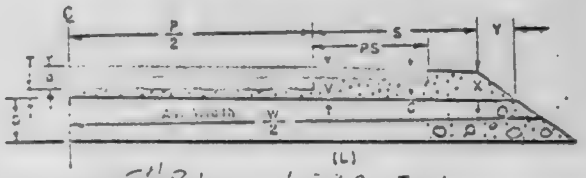
HALF SECTION - P.C.C. PVT.



MEDIAN AREA



HALF SECTION - A.C. PVT.



From Sta. ____ To Sta. ____ = ____ Feet   From Sta. [illegible] To Sta. 514+00 = 6330 Feet

BOTTOM COURSE BASE

[((G) + (H))/2 × (S+Y) + ((H)/2 × (Z))] / 27 + [((G) + (H))/2 × (S+Y) + ((H)/2 × (Z))] / 27 × (L) ____ = ____

((W) × (D) × (L)) / 27 + ((W) 46 × (D) 1.0 × (L) 6330 = 291180) / 27 = ---------- ____

10784

(1.30) = 14019 Cu. Yds.

(1.75*) = 18872 Tons

5662

TOP COURSE BASE and SHOULDERS

Top Course [((R) × (U)) + ((P)+(S+Y) 26 × (T) .17)] / 27 4.42 27978 ((L) 6330) = 1036

Asphalt! for 6' Shld's 1.73 ÷ Shoulders [(((V) .50 + (X) .30)/2 × (S) 8 3) + ((X)/2 × (Y) 1.2 .18) − ((PS) 8 × (C) .17 1.36)] / 27 3.75 ~~(2)~~ ((L) 6330 23738) = 879

Shoulders [(((V) + (X))/2 × (S)) + ((X)/2 × (Y)) − ((PS) × (C))] / 27 (2) ((L) ____) = ____

1915

(1.30) = 2490 Cu. Yds.

(1.70*) = 3256 Tons

977

SPRINKLING

Crushed Material 16509 Cu. Yds. × .025 = 413

Earthwork / Cu. Yds. × ____** = ____

**Furnished by Construction Department

---------- 413 M-Gals

124

BINDER COURSE

Aggregates ((P) 26 × (L) 6330 164580) (.00083) = ---------- 137 Cu. Yds. 4

Asphalt (.000128*) = ---------- 21 Tons 7

ASPHALTIC CONCRETE PAVEMENT

Roadway (P) 26 164580 × (L) 6330 × (a) 4 × (Tons/Sq.Ft. 1" Thick*) .0062 = 4082

Shoulders & Median (R)+(PS) 12 × (L) 6330 × (b or c) 2 × .0062 = 942 75960

---------- (E) 5024 Tons

1507

Asphalt Cement in Mixture .055 × (E) ____ = ____ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ____ × (L) ____ × .0000182 ---------- ____ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt ((P) ____ × (L) ____) (*) = ---------- ____ Tons

Emulsified Asphalt ( ) = ---------- ____ Tons

Aggregates

- 1¼"–¾" ( ) = ____
- ¾"–½" ( ) = ____
- ½"–¼" ( ) = ____
- ¼"–#10 ( ) = ____

= ____ Cu. Yds.

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable
All dimensions shall be expressed in feet or decimals of feet except "a", "b", & "C" when used in calculating A.C. Pavement

Surfacing Calculation Sheet

Sheet 3 of ______ Sheets

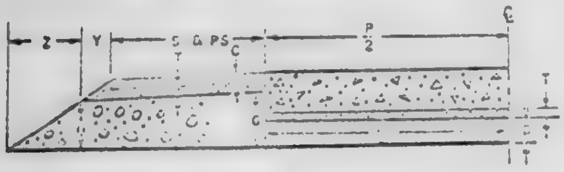
OREGON STATE HIGHWAY DEPARTMENT

Speed Change Lane
[illegible]

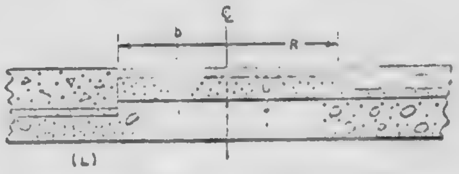
Calculations For [illegible]

Made By [illegible] Date 4-18-[illegible] Checked By ______ Date ______

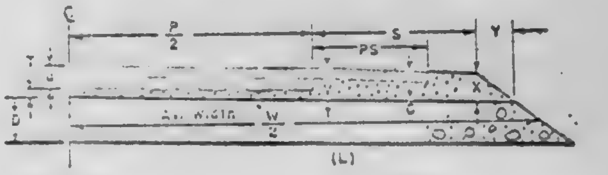
HALF SECTION - P.C.C. PVT.



MEDIAN AREA



HALF SECTION - A.C. PVT.



From Sta. ______ To Sta. ______ = ______ Feet From Sta. ______ To Sta. ______ = ______ Feet

BOTTOM COURSE BASE

$$\left[\frac{\left(\frac{\overset{(G)}{}\div\overset{(H)}{}}{2}\times\overset{(S+Y)}{}\right)\div\left(\frac{\overset{(H)}{}}{2}\times\overset{(Z)}{}\right)}{27}\right]\div\left[\frac{\left(\frac{\overset{(G)}{}\div\overset{(H)}{}}{2}\times\overset{(S+Y)}{}\right)\div\left(\frac{\overset{(H)}{}}{2}\times\overset{(Z)}{}\right)}{27}\right]\times\overset{(L)}{\underline{}}=\underline{}$$

$$\left(\frac{\overset{(W)}{}\times\overset{(D)}{}\times\overset{(L)}{}}{27}\right)\div\left(\frac{\overset{(W)}{9}\times\overset{(D)}{1.0}\times\overset{\overset{(L)}{9}}{800}\ \ 7200}{27}\right)=\text{-------------}\ \underline{}$$

267

(1.30) = 347 Cu. Yds.

(1.75*) = 467 Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{\left(\overset{(R)}{}\times\overset{(U)}{}\right)\div\left(\overset{(P)+(S+Y)}{}\times\overset{(T)}{}\right)}{27}\right]\left(\overset{(L)}{}\right)=\underline{}$

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{.50}+\overset{(X)}{.33}}{2}\times\overset{(S)}{6}\right)+\left(\frac{\overset{(X)}{}}{2}\times\overset{(Y)}{1.5}\right)-\left(\overset{(PS)}{6}\times\overset{(C)}{.17}\right)}{27}\right]~~(2)~~\left(\overset{(L)\ 1512}{800}\right)=\underline{}$

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{}+\overset{(X)}{}}{2}\times\overset{(S)}{}\right)+\left(\frac{\overset{(X)}{}}{2}\times\overset{(Y)}{}\right)-\left(\overset{(PS)}{}\times\overset{(C)}{}\right)}{27}\right](2)\left(\overset{(L)}{}\right)=\underline{}$

56

(1.30) = 73 Cu. Yds.

(1.70*) = 95 Tons

SPRINKLING

Crushed Material 420 Cu. Yds. X .025 = ______

Earthwork ______ Cu. Yds. X ______** = ______

**Furnished by Construction Department

------------ 11 M-Gals

BINDER COURSE

Aggregates $\left(\overset{(P)}{10}\times\overset{(L)\ 8000}{800}\right)$ (.00083) = ---------------- 7 Cu. Yds.

Asphalt (.000128*) = ---------------- 1 Tons

ASPHALTIC CONCRETE PAVEMENT

Roadway $\underset{(R)+(PS)}{\overset{(P)}{9}}\times\underset{(L)}{\overset{7200\ (L)}{800}}\times\underset{(b\text{ or }c)}{\overset{(a)}{4}}\times\overset{\left(\text{Tons/Sq.Ft. 1" Thick}\right)*}{.00622}=\underline{}$

Shoulders & Median ______ X ______ X ______ X ______ = ______

---------------- (E) 179 Tons

Asphalt Cement in Mixture .055 X ______(E) = ______ Tons

TACK COAT

Emulsified Asphalt ______(WIDTH) X ______(L) X .0000182 ---------------- ______ Tons

OIL MAT WEARING SURFACES

$$\left(\overset{(P)}{\underline{}}\times\overset{(L)}{\underline{}}\right)$$

Penetration Asphalt (*) = ---------------- ______ Tons

Emulsified Asphalt ( ) = ---------------- ______ Tons

Aggregates:
- 1¼"- ¾" ( ) = ---------- ______
- ¾"- ½" ( ) = ---------- ______
- ½"- ¼" ( ) = ---------- ______
- ¼"-#10 ( ) = ---------- ______

= ______ Cu. Yds.

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable
All dimensions shall be expressed in feet or decimals of feet except "a", "b", & "c" when used in calculating A.C. Pavement

Surfacing Calculation Sheet

Sheet 4 of ______ Sheets

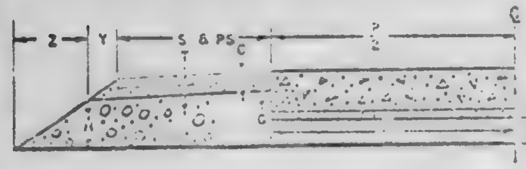
OREGON STATE HIGHWAY DEPARTMENT

Speed Change Lane
[illegible] to Rural Pit

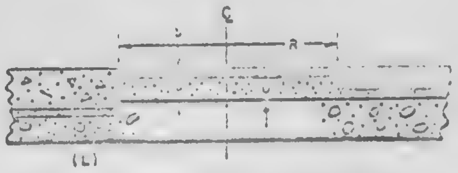
Calculations For [illegible]

Made By J.B. Date 4-1[illegible] Checked By ______ Date ______

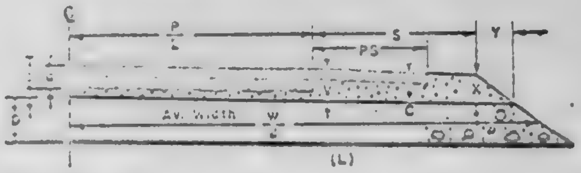
HALF SECTION - P.C.C. PVT.



MEDIAN AREA



HALF SECTION - A.C. PVT.



From Sta. ______ To Sta. ______ = ______ Feet From Sta. ______ To Sta. ______ = ______ Feet

BOTTOM COURSE BASE

$$\left[\frac{\left(\frac{(G)\ \div\ (H)}{2} \times (S+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right)}{27}\right] + \left[\frac{\left(\frac{(G)\ \div\ (H)}{2} \times (S+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right)}{27}\right] \times \underline{\quad (L) \quad} = \underline{\qquad}$$

$$\left(\frac{(W) \times (D) \times (L)}{27}\right) + \left(\frac{12 \times .[illegible] \times 1300}{27}\right) = \text{- - - - - - - - - - - -} \ \underline{\qquad}$$

(10 over (L); 13000 written beside)

481

(1.30) = 625 Cu. Yds.

(1.75*) = 842 Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{(A) \times (U)\ \ +\ \ (6 \times .[illegible])}{27}\right]$ (1300) = ______ ((P)+(S+Y), (T) 1.02, 1326 (L))

Shoulders $\left[\frac{\left(\frac{(V)\ +\ (X)}{2} \times (S)\right) + \left(\frac{(X)}{2} \times (Y)\right) - \left((PS) \times (C)\right)}{27}\right](2)(\ (L)\ ) =$ ______

Shoulders $\left[\frac{\left(\frac{(V)\ +\ (X)}{2} \times (S)\right) + \left(\frac{(X)}{2} \times (Y)\right) - \left((PS) \times (C)\right)}{27}\right](2)(\ (L)\ ) =$ ______

49

(1.30) = 64 Cu. Yds.

(1.70*) = 83 Tons

SPRINKLING

Crushed Material 689 Cu. Yds. X .025 = ______
Earthwork ______ Cu. Yds. X ______** = ______
**Furnished by Construction Department
- - - - - - - - - - - - 17 M-Gals

BINDER COURSE

Aggregates ((P) 10 X (L) 1300) (.00083) = - - - - - - - - - - - - 11 Cu. Yds.
Asphalt (.000128*) = - - - - - - - - - - - - 1 Tons
(13000 written above)

ASPHALTIC CONCRETE PAVEMENT

Roadway (P) 9 [(R) + (PS)] X (L) 1300 X (a) 4 [(b or c)] X (Tons/Sq. Ft. 1" Thick*) .00[illegible] = ______ (11,700 written above)
Shoulders & Median ______ X ______ X ______ X ______ = ______
- - - - - - - - - - - - (E) 290 Tons

Asphalt Cement in Mixture .055 X ______ (E) = ______ Tons

TACK COAT

Emulsified Asphalt ______ (WIDTH) X ______ (L) X .0000182 - - - - - - - - - - - - ______ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt ((P) ______ X (L) ______) (*) = - - - - - - - - - - - - ______ Tons
Emulsified Asphalt ( ) = - - - - - - - - - - - - ______ Tons
Aggregates:
- 1¼"-¾" ( ) = - - - - - - - - ______
- ¾"-½" ( ) = - - - - - - - - ______
- ½"-¼" ( ) = - - - - - - - - ______
- ¼"-#10 ( ) = - - - - - - - - ______

= ______ Cu. Yds.

*See other side for factor
NOTE: Use only that portion of this sheet which is applicable
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Surfacing Calculation Sheet

Sheet 5 of ______ Sheets

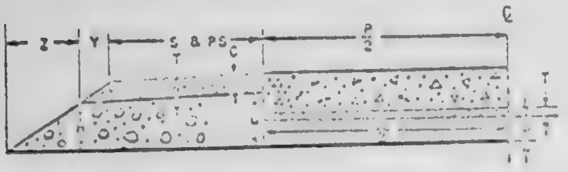
OREGON STATE HIGHWAY DEPARTMENT

TEMP CONN
Sta ? to 566+50

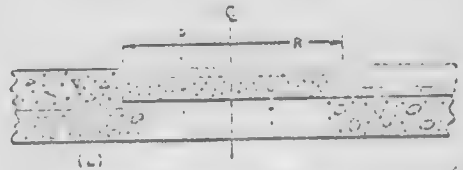
Calculations For [illegible]

Made By [illegible] Date 4-10-[illegible] Checked By ______ Date ______

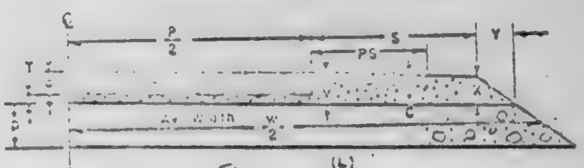
HALF SECTION - P.C.C. PVT.



MEDIAN AREA



HALF SECTION - A.C. PVT.



From Sta. ______ To Sta. ______ = ______ Feet From Sta. 5[illegible] To Sta. 5[illegible]+50 = 1850 Feet (L)

33[illegible]

BOTTOM COURSE BASE

$$\left[\frac{\left(\frac{(G)\div(n)}{2}\times(S+Y)\right)+\left(\frac{(n)}{2}\times(Z)\right)}{27}\right]+\left[\frac{\left(\frac{(G)\div(n)}{2}\times(S+Y)\right)+\left(\frac{(n)}{2}\times(Z)\right)}{27}\right]\times(L)\_\_\_ = \_\_\_$$

$$\left(\frac{(W)\times(D)\times(L)}{27}\right)+\left(\frac{28 \times .75 \times 1850}{27}\right) = \text{-----} \_\_\_$$

21.0 38850

1430

(1.30) = 1871 Cu. Yds.

(1.75*) = 2518 Tons

830

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{((R)\times(U))+((P)+(S+Y)\ 24\times(T)\ .17)}{27}\right]$ (L) (1850) = 280

4.08 15.2

Shoulders $\left[\frac{\left(\frac{(V)\div(X)}{2}\times(S)\right)+\left(\frac{(x)}{2}\times(Y)\right)-((PS)\times(C))}{27}\right]$(2) ((L)) = ______

Shoulders $\left[\frac{\left(\frac{(V)\div(X)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-((PS)\times(C))}{27}\right]$(2) ((L)) = ______

280

(1.30) = 364 Cu. Yds.

(1.70*) = 476 Tons

137

SPRINKLING

Crushed Material 2235 Cu. Yds. X .025 = ______

Earthwork ______ Cu. Yds. X ______** = ______

**Furnished by Construction Department

------------ 56 M-Gals

18

BINDER COURSE

Aggregates $\left(\frac{(P)\ 16 \times (L)\ 1850}{}\right)$ (.00083) = ---------- 25 Cu. Yds.

29600

Asphalt (.000128*) = ---------- 4 Tons

ASPHALTIC CONCRETE PAVEMENT

Roadway (P) 24 (R)+(PS) X 1850 (L) X 2 (a) (b or c) X [illegible] (Tons/Sq. Ft. 1" Thick*) = ______

44400

Shoulders & Median ______ X ______ X ______ X ______ = ______

---------- 551 (E) Tons

151

Asphalt Cement in Mixture .055 X ______ (E) = ______ Tons

TACK COAT

Emulsified Asphalt ______ (WIDTH) X ______ (L) X .0000182 ---------- ______ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt (*) = ---------- ______ Tons

Emulsified Asphalt ( ) = ---------- ______ Tons

Aggregates $\left(\frac{(P)\times(L)}{}\right)$

1¼"-¾" ( ) = ---------- ______

¾"-½" ( ) = ---------- ______

½"-¼" ( ) = ---------- ______

¼"-#10 ( ) = ---------- ______

= ______ Cu. Yds.

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable
All dimensions shall be expressed in feet or decimals of feet except "a", "b", & "c" when used in calculating A.C. Pavement

Surfacing Calculation Sheet

Sheet 6 of ____ Sheets

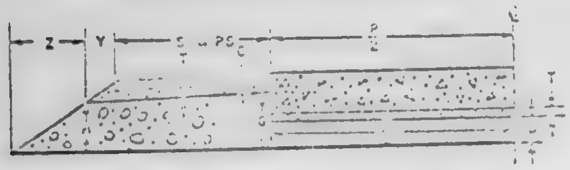
OREGON STATE HIGHWAY DEPARTMENT

[illegible]

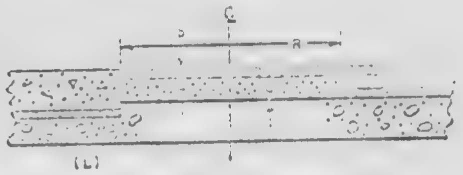
Calculations For [illegible]

Made By [illegible] Date [illegible] Checked By ____ Date ____

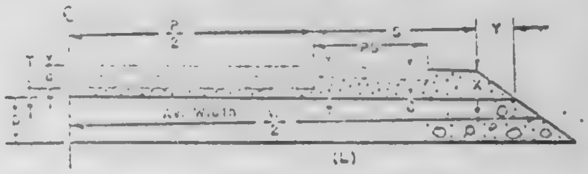
HALF SECTION - R.C.C. PVT.



MEDIAN AREA



HALF SECTION - A.C. PVT.



From Sta. ____ To Sta. ____ = ____ Feet From Sta. ____ To Sta. ____ = ____ Feet

BOTTOM COURSE BASE

[((G) + (n)/2 X (S+Y)) + ((n)/2 X (Z))] / 27 + [((G) + (n)/2 X (S+Y)) + ((n)/2 X (Z))] / 27 X (L) ____ = ____

((W) X (D) X (L)) / 27 + ((W) 33 X (D) 1.0 X (L) 5100) / 27 = ---------- ____ 168300

6253

(1.30) = 2103 Cu. Yds.

(1.25*) = 1[illegible] Tons

TOP COURSE BASE and SHOULDERS

Top Course [((R) X (D)) / 27 + ((P)+(S+Y) 16 X (T) .17)] ((L) 5100) = 511

Shoulders [((V) .50 + (X) .30)/2 X (S) [illegible] + ((X) [illegible]/2 X (Y) 1.5) − ((PS) 4 X (C) .17)] / 27 ((L) 5100) = 238

Shoulders [((V) .50 + (X) .30)/2 X (S) [illegible] + ((X) [illegible]/2 X (Y) 1.5) − ((PS) 4 X (C) .17)] / 27 ((L) 5100) = 359

(1.30) = 1444 Cu. Yds.

(1.70 *) = 1[illegible] Tons

SPRINKLING Crushed Material 9510 Cu. Yds. X .025 = ____

Earthwork ____ Cu. Yds. X ____** = ____ ---------- 239 M-Gals

**Furnished by Construction Department

BINDER COURSE

Aggregates ((P) 16 X (L) 5100) (.00083) = ---------- [illegible] Cu. Yds.

Asphalt (.000125*) = ---------- 10 Tons

ASPHALTIC CONCRETE PAVEMENT

Roadway (P) 16 X (L) 5100 X (a) 11 X (Tons/Sq. Ft. 1" Thick*) .0062 = 2024

Shoulders & Median (R)+(PS) 10 X (L) 5100 X (b or c) 2 X .0062 = 632 ---------- (E) 2656 Tons

Asphalt Cement in Mixture .055 X (E) ____ = ____ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ____ X (L) ____ X .0000182 ---------- ____ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt (*) = ---------- ____ Tons

Emulsified Asphalt ( ) = ---------- ____ Tons

Aggregates ((P) ____ X (L) ____)

1¼"–¾" ( ) = ---------- ____

¾"–½" ( ) = ---------- ____

½"–¼" ( ) = ---------- ____

¼"–#10 ( ) = ---------- ____

= ____ Cu. Yds.

* See other side for factor

NOTE: Use only that portion of this sheet which is applicable

All dimensions shall be expressed in feet or decimals of feet except "a", "b", & "c" when used in calculating A.C. Pavement

Surfacing Calculation Sheet

Sheet 1 of ______ Sheets

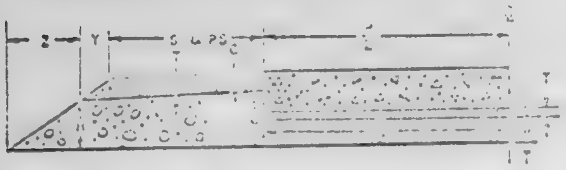
OREGON STATE HIGHWAY DEPARTMENT

[illegible] 2350'

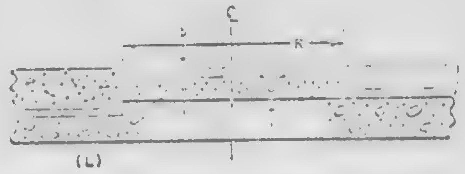
Calculations For [illegible]

Made By [illegible] Date [illegible] Checked By ______ Date ______

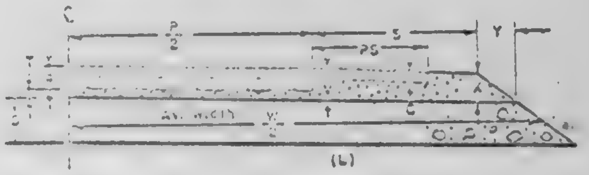
HALF SECTION - R.C.C. PVT.



MEDIAN AREA



HALF SECTION - A.C. PVT.



From Sta. ______ To Sta. ______ = ______ Feet From Sta. ______ To Sta. ______ = ______ Feet

BOTTOM COURSE BASE

$$\left[\frac{\left(\frac{(G)+(H)}{2}\times(S+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}\right]+\left[\frac{\left(\frac{(G)+(H)}{2}\times(S+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}\right]\times \underset{(L)}{\_\_\_\_} = \_\_\_\_$$

(W) 8.5" (D) (L) 4096; (V) (D) (L) 6205

$$\left(\frac{39\times .21\times 500}{27}\right)+\left(\frac{33\times .79\times 2350}{27}\right) = \text{-----------} \_\_\_\_$$

→ 939

(1.30) = 1221 Cu. Yds.

(1.75*) = 1643 Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{(\underset{(A)}{\_\_}\times\underset{(U)}{\_\_})+(\underset{(P)+(S+Y)}{20}\times \underset{(T)}{.17})}{27}\right](\underset{(L)}{2350}) =$ [illegible]

Shoulders $\left[\frac{\left(\frac{1.06+.33}{2}\times 4\right)+\left(\frac{.33}{2}\times 1.0\right)-\left(4\times .125\right)}{27}\right](2)(\underset{(L)}{2350}) =$ 238

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-\left((PS)\times(C)\right)}{27}\right](2)(\underset{(L)}{\_\_\_\_}) =$ ______

→ 534

(1.30) = 694 Cu. Yds.

(1.70*) = 908 Tons

SPRINKLING

Crushed Material 1915 Cu. Yds. X .025 = ______

Earthwork ______ Cu. Yds. X ______** = ______

**Furnished by Construction Department

→ 48 M-Gals

BINDER COURSE

(P) 47000 (L)

Aggregates $\left(20\times 2350\right)$ (.00083) = ---------- 39 Cu. Yds.

Asphalt (.000128*) = ---------- 6 Tons

ASPHALTIC CONCRETE PAVEMENT

Roadway $\underset{(P)}{20}$ 47,000 X $\underset{(L)}{2350}$ X $\underset{(c)}{3\frac{1}{2}}$ X $\underset{\left(\text{Tons/Sq. Ft. 1" Thick}^*\right)}{.0062}$ = 1020

Shoulders & Median $\underset{(R)+(PS)}{8}$ X $\underset{(L)}{2350}$ X $\underset{(b\ or\ c)}{1\frac{1}{2}}$ X .0062 = 175

18800

→ (E) 1195 Tons

Asphalt Cement in Mixture .055 X ______(E) = ______ Tons

TACK COAT

Emulsified Asphalt ______(WIDTH) X ______(L) X .0000182 ---------- ______ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt $\left(\underset{(P)}{\_\_\_\_}\times\underset{(L)}{\_\_\_\_}\right)$ (*) = ---------- ______ Tons

Emulsified Asphalt (   ) = ---------- ______ Tons

Aggregates:

- 1¼"-¾" (   ) = ------ ______
- ¾"-½" (   ) = ------ ______
- ½"-¼" (   ) = ------ ______
- ¼"-#10 (   ) = ------ ______

= ______ Cu. Yds.

* See other side for factor

NOTE: Use only that portion of this sheet which is applicable

All dimensions shall be expressed in feet or decimals of feet except "a", "b", & "c" when used in calculating A.C. Pavement

Surfacing Calculation Sheet

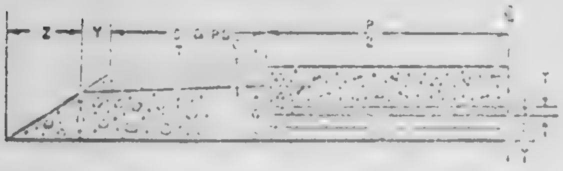
Sheet 8 of ____ Sheets

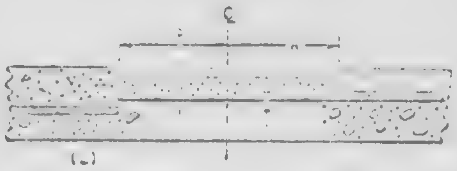
OREGON STATE HIGHWAY DEPARTMENT [illegible]

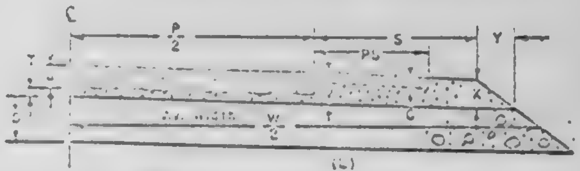
Calculations For [illegible]

Made By [illegible] Date [illegible] Checked By ____ Date ____

HALF SECTION - R.C.C. PVT. **MEDIAN AREA** **HALF SECTION - A.C. PVT.**







From Sta. ____ To Sta. ____ = ____ Feet From Sta. 204+75 To Sta. [illegible] = [illegible] Feet

BOTTOM COURSE BASE

$\left[\dfrac{\left(\dfrac{(G)\ \div\ (H)}{2} \times (S+Y)\right) + \left(\dfrac{(H)}{2} \times (Z)\right)}{27}\right] + \left[\dfrac{\left(\dfrac{(G)\ \div\ (H)}{2} \times (S+Y)\right) + \left(\dfrac{(H)}{2} \times (Z)\right)}{27}\right] \times$ (L) ____ = ____

$\left(\dfrac{(W) \times (D) \times (L)}{27}\right) + \left(\dfrac{33 \times .75 \times 17275}{27}\right)$ = ------------ ____

[illegible]

(1.30) = [illegible] Cu. Yds.

(1.75*) = [illegible] Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\dfrac{\left((A) \times (U)\right) + \left((P)+(S+Y)\ 20 \times (T)\ .17\right)}{27}\right]$ (17275) = 2175

Shoulders $\left[\dfrac{\left(\dfrac{(V)\ \div\ (X)}{2} \times (S)\right) + \left(\dfrac{(X)}{2} \times (Y)\right) - \left((PS)\ 4 \times (C)\ .125\right)}{27}\right]$ (2) (L) (17275) = [illegible]

Shoulders $\left[\dfrac{\left(\dfrac{(V)\ \div\ (X)}{2} \times (S)\right) + \left(\dfrac{(X)}{2} \times (Y)\right) - \left((PS) \times (C)\right)}{27}\right]$ (2) (L) ( ) = ____

[illegible]

(1.30) = [illegible] Cu. Yds.

(1.70*) = 6678 Tons

SPRINKLING

Crushed Material [illegible] Cu. Yds. X .025 = ____

Earthwork ____ Cu. Yds. X ____** = ____

------------ [illegible] M-Gals

**Furnished by Construction Department

BINDER COURSE

Aggregates $\left((P)\ 20 \times (L)\ 17275\right)$ (.00083) = ------------ [illegible] Cu. Yds.

Asphalt (.00012S*) = ------------ [illegible] Tons

ASPHALTIC CONCRETE PAVEMENT

Roadway (P) 20 X (L) 17275 X (a) [illegible] X (Tons/Sq. Ft. 1" Thick*) [illegible] = [illegible]

Shoulders & Median (R)+(PS) 8 X (L) 17275 X (b or c) 1½ X [illegible] = 1285

138200

------------ (E) [illegible] Tons

TACK COAT

Asphalt Cement in Mixture .055 X (E) ____ = ____ Tons

Emulsified Asphalt (WIDTH) ____ X (L) ____ X .0000182 ------------ ____ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt ((P) ____ X (L) ____) (*) = ------------ ____ Tons

Emulsified Asphalt ( ) = ------------ ____ Tons

Aggregates
- 1¼"-¾" ( ) = ------------ ____
- ¾"-½" ( ) = ------------ ____
- ½"-¼" ( ) = ------------ ____
- ¼"-#10 ( ) = ------------ ____
- ( ) = ------------ ____

= ____ Cu. Yds.

* See other side for factor

NOTE: Use only that portion of this sheet which is applicable

All dimensions shall be expressed in feet or decimals of feet except "a", "b", & "c" when used in calculating A.C. Pavement

Surfacing Calculation Sheet

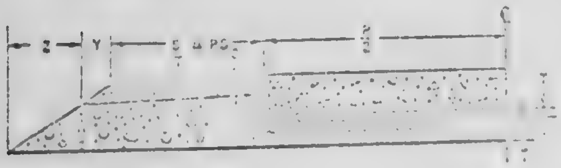
Sheet 9 of ______ Sheets

OREGON STATE HIGHWAY DEPARTMENT "M" 208-226

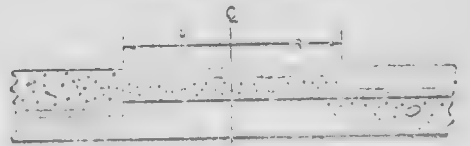
Calculations For [illegible]

Made By [illegible] Date [illegible] Checked By ______ Date ______

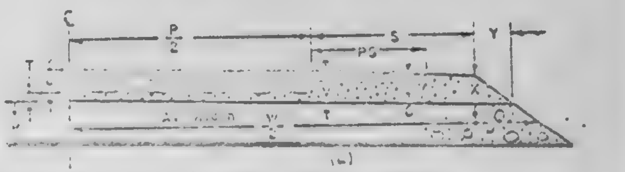
HALF SECTION - P.C.C. PVT.



MEDIAN AREA



HALF SECTION - A.C. PVT.



From Sta. ______ To Sta. ______ = ______ Feet   From Sta. [illegible] To Sta. [illegible] = [illegible] Feet

BOTTOM COURSE BASE

$\left[\dfrac{\left(\dfrac{(G)\;+\;(H)}{2}\times(S+Y)\right)+\left(\dfrac{(H)}{2}\times(Z)\right)}{27}\right]+\left[\dfrac{\left(\dfrac{(G)\;+\;(H)}{2}\times(S+Y)\right)+\left(\dfrac{(H)}{2}\times(Z)\right)}{27}\right]\times\underline{\quad(L)\quad}=\underline{\qquad}$

$\left(\dfrac{(W)\times(D)\times(L)}{27}\right)+\left(\dfrac{22\times .87\times 1800}{27}\right)=$ ------------ ______

[illegible]

(1.30) = [illegible] Cu. Yds.

(1.75*) = [illegible] Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\dfrac{((A)\times(U))+((P)+(S+Y)\;22\times(T)\;.17)}{27}\right]$ ((L) 1800) = 221

Shoulders $\left[\dfrac{\left(\dfrac{(V)+(X)}{2}\times(S)\right)+\left(\dfrac{(X)}{2}\times(Y)\right)-\left((PS)\times(C)\right)}{27}\right]$ (2) ((L) 1800) = [illegible]

Shoulders $\left[\dfrac{\left(\dfrac{(V)+(X)}{2}\times(S)\right)+\left(\dfrac{(X)}{2}\times(Y)\right)-\left((PS)\times(C)\right)}{27}\right]$ (2) ((L) ______) = ______

[illegible]

(1.30) = [illegible] Cu. Yds.

(1.70*) = [illegible] Tons

SPRINKLING

Crushed Material [illegible] Cu. Yds. X .025 = ______
Earthwork ______ Cu. Yds. X ______** = ______
------------ [illegible] M-Gals

**Furnished by Construction Department

BINDER COURSE

Aggregates $\left(\dfrac{(P)\;20\times(L)\;1800}{}\right)$ (.00083) = ---------------------------- [illegible] Cu. Yds.

Asphalt (.000125*) = ---------------------------- [illegible] Tons

ASPHALTIC CONCRETE PAVEMENT

Roadway (P) 20 X (L) 1800 X (a) [illegible] X (Tons/Sq.Ft. 1" Thick) [illegible] = ______

Shoulders & Median ______ (R) + (PS) X ______ (L) X ______ (b or c) X ______ = ______

------------ (E) [illegible] Tons

Asphalt Cement in Mixture .055 X ______ (E) = ______ Tons

TACK COAT

Emulsified Asphalt ______ (WIDTH) X ______ (L) X .0000182 ---------------- ______ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt ((P) ______ X (L) ______) (*) = ---------------- ______ Tons

Emulsified Asphalt ( ) = ---------------- ______ Tons

Aggregates:
1¼"-¾" ( ) = ------------ ______
¾"-½" ( ) = ------------ ______
½"-¼" ( ) = ------------ ______
¼"-#10 ( ) = ------------ ______
= ______ Cu. Yds.

* See other side for factor

NOTE: Use only that portion of this sheet which is applicable
All dimensions shall be expressed in feet or decimals of feet except "a", "b", & "c" when used in calculating A.C. Pavement

RECEIVED
MAY 7 - 1963

FOR FILING

I-W M 3 W

C-2-9

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION

TELEGRAM

CTA

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCA (55). ant of destination

=PRA185 1963 MAY 6 PM 5 27

PR WWA055 GOVT DL PD=WUX WALLAWALLA WASH 6 441P PDT=

FORREST COOPER, STATE HIGHWAY ENGR=
OREGON STATE HIGHWAY DEPT SALEM ORG=

NOTED
R. L. PORTER

:FROM NPWEN-RE 623 REF CONTRACT 61-103

¶ 1. REFERENCE IS MADE TO OUR LETTER OF 3 MAY 1963 CONCERNING APPROVAL FOR ADVERTISEMENT OF HIGHWAYS AT HEPPNER JUNCTION OUTLINED IN YOUR LETTER OF 3 MAY 1963.

¶ 2. ESTIMATED COST OF STATE'S SHARE IN PARAGRAPH 3 OF REFERENCED LETTER DOES NOT INCLUDE TEN-OR FIVE-PERCENT ADDITIVES FOR SUPERVISION, INSPECTION, AND PRELIMINARY ENGINEERING. TOTAL COST OF STATES RESPONSIBILITY SHOULD

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

TO $2,488.40=

J H BEDDOW CONTRACTING OFFICER US ARMY ENGR
DIST WALLA WALLA==

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

[illegible] OF SERVICE
[illegible] message
[illegible] char-
[illegible] by the

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
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LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1963 MAY 6 PM [illegible] 27

BE REVISED TO $57,233.20 WHICH INCLUDES TEN PERCENT FOR SUPERVISION AND INSPECTION WHICH AMOUNTS TO $4,976.80 AND FIVE PERCENT FOR PRELIMINARY ENGINEERING EQUAL TO $2,488.40=

J H BEDDOW CONTRACTING OFFICER US ARMY ENGR
DIST WALLA WALLA=:

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
MAY 7 - 1963

FOR FILING

[illegible]

[illegible]

103

May 6, 1963

U. S. Army Engineer District
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103, Request for Access

Attention Mr. E. C. Franzen, Chief
Engineering Division

Gentlemen:

This will acknowledge your letter of March 20 and confirm verbal information given to your project engineer by Mr. J. S. Sawyer that a permit is not needed and construction may proceed on the railroad locked gate access in the vicinity of the Heppner Junction Interchange as shown on the attached print of your plans.

If the temporary access further east is used, we would appreciate execution of Temporary Road Approach Permit No. 12716, which instrument is now either in your possession or will be presented for signatures by Mr. Sawyer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
G. W. Ross
J. S. Sawyer
A. F. Parson
L. C. Smitton

GWR:sk jw

U. S. ARMY

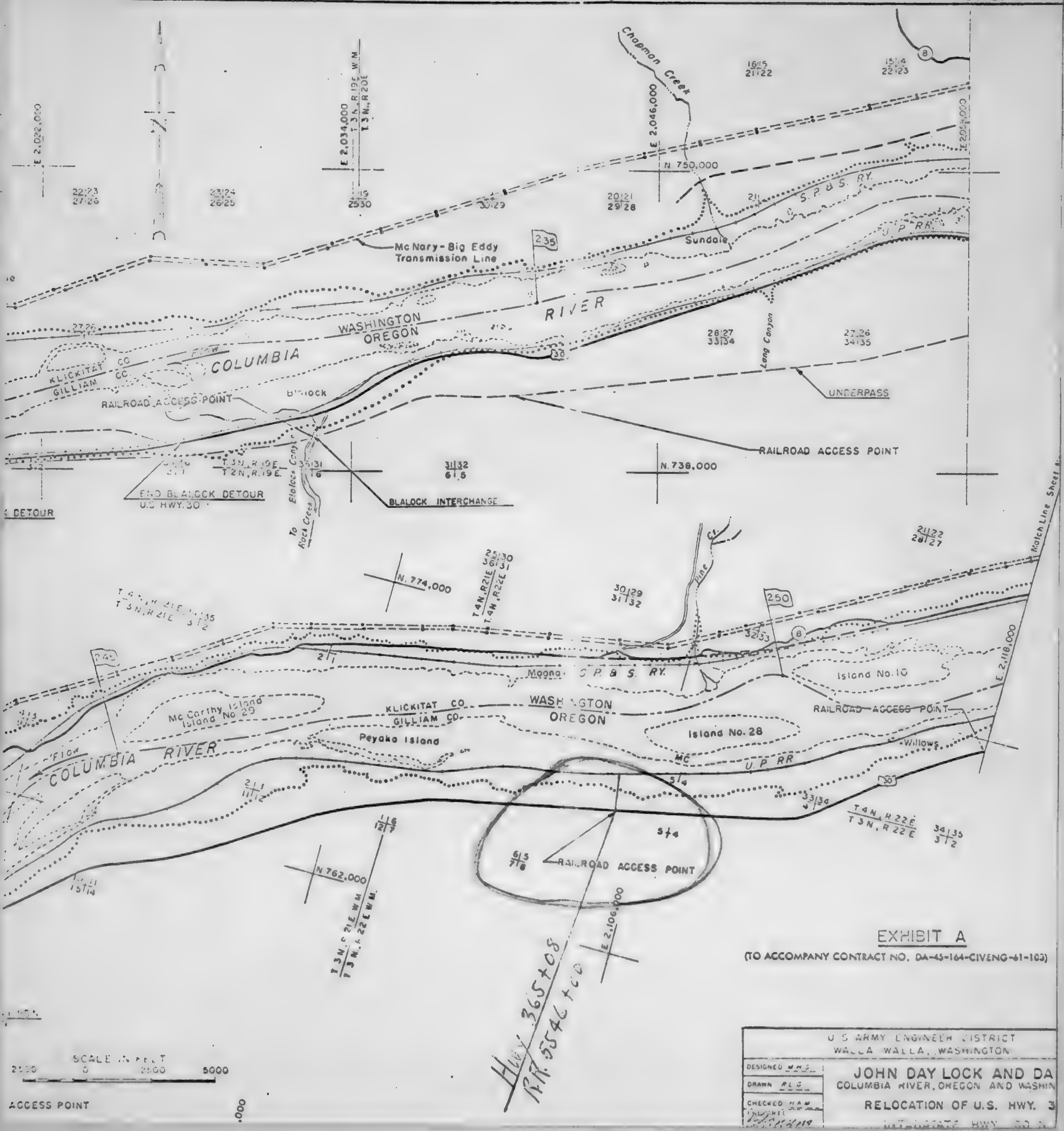

EXHIBIT A

(TO ACCOMPANY CONTRACT NO. DA-45-164-CIVENG-61-103)

U.S. ARMY ENGINEER DISTRICT
WALLA WALLA, WASHINGTON

DESIGNED W.H.S.
DRAWN R.L.G.
CHECKED H.A.M.

JOHN DAY LOCK AND DA
COLUMBIA RIVER, OREGON AND WASHIN

RELOCATION OF U.S. HWY. 3

INTERSTATE HWY

FORM E-30X—80M—6-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1963

SUBJECT: Temporary Road Approach Permit,
U.S.30 near Heppner Junction,
Corps of Engineers.

To: ~~Mr. J. S. Sawyer~~
~~Resident Engineer~~
~~P.O. Box 420~~
~~The Dalles, Oregon~~

In accordance with our telephone conversation this date I am sending to you herewith four copies of Temporary Road Approach Permit #12716. Hope you can get the applicant to sign if they intend to use the approach.

If they sign (4 copies) hand them the original, keep the last copy yourself and return the other two to me. If they don't sign and you let them use the approach anyway return the original and two copies to me with a note of explanation.

Thanks,

GWR.

G. W. Ross
Director of Permits

GWR:sk
Encl.

cc: Tom Edwards ✓

FORM E-30X—90M—5-62 48960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1963

SUBJECT: U.S. Army Engineers, locked gate access to U.S.30 in Sec. 5, T. 3 N., R. 22 E., W.M.

To: Mr. J. S. Sawyer
Resident Engineer
P.O. Box 420
The Dalles, Oregon

Attached are copies of correspondence and prints of two maps in connection with subject request.

We apparently misunderstood the Army Engineer's first request and wrote a temporary permit for a road approach closer to the proposed Heppner Junction interchange. This they rejected and are now asking for permission to construct the permanent railroad locked gate access as shown circled on the small print of their plans.

There is no objection to this as it is part of the agreement approved along with the project. A permit is not needed but we would like to have the exact location and stationing indicated on one of the larger prints and returned to us so it can be incorporated in the job plans now being prepared.

We would appreciate it if you could supply this information. A letter will then be written to Mr. Fransen advising him that a permit is not necessary and he can proceed with the construction of the access.

G. W. Ross
Director of Permits

GWR:sk
Attach.

cc: Tom Edwards ✓

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RE

20 March 1963

RE: Contract No. DA-45-164-CIVENG-61-103

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Edwards:

Reference is made to your letter of 20 February 1963 transmitting an application for an access point to U. S. Highway 30 at Mile Post 146.37. This access point was originally requested by the Resident Engineer, John Day South Shore Relocations, but due to the fact that construction is scheduled to begin in the spring of 1963, the expenditure of funds to construct this access point is not considered justified.

It is requested that this permit be revised to provide for construction of the permanent access point as shown on drawing JDR-1-0-4/2 of Exhibit A of the above referenced contract. This access point will be for permanent access to the Union Pacific Railroad and is located in Section 5, Township 3 North, Range 22 East Willamette Meridian, and is the point referred to in my letter of 11 February 1963.

Sincerely yours,

392+50

E. C. Franzen

1 Incl (dup)
Permit No. 12716

E. C. FRANZEN
Chief, Engineering Division

RECEIVED
MAR 2 1963
OFFICE [illegible] PERMITS

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NO[illegible]D
G. W.

RECEIVED
FEB 21 1963

FOR FILING

Adm

US Govt

Hwy Dept

February 20, 1963

U. S. Army Engineer District
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103
Request for Access

Attention: E. C. Frensen
Chief, Engineering Division

Gentlemen:

In response to your letter of February 11, 1963, enclosed please find two identical copies of an application and permit to construct an approach road which, when signed by a duly authorized representative of your organization, will grant you permission to temporarily use an existing approach road located on the northerly side of the Columbia River Highway at Mile Post 146.37, Highway Engineer's Station 532+50.

After signing the two identical documents, please retain the original and return the duplicate to Permit Division, State Highway Department, Room 121 State Highway Building, Salem, Oregon.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Asst. State Highway Engineer

Encls.
JIH:mg
bc: G. W. Ross
L. C. Smitton
A. F. Parson

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RE

11 February 1963

Re: Contract No. DA-45-164-CIVENG-61-103

State Highway Engineer
Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. Tom Edwards

Dear Sir:

Reference is made to a telephone conversation between Messrs. Edwards and Hansens on 5 February 1963 concerning a temporary access point to existing U. S. Highway No. 30 during the Heppner Junction area construction.

Construction of the railroad prism in the Willow Creek area and immediately west will sever access to the present railroad, Willow section facilities, and the Corps of Engineers Resident Office. Approval of a temporary access in Section 5, Township 3 North, Range 22, East Willamette Meridian was discussed with Mr. Edwards. This access point is identical to one of the permanent access points as provided in the referenced contract Exhibit A, Drawing No. JDR-1-0-4/2, and will be required from 1 June 1963 through 30 September 1965.

Your approval of this temporary access is requested.

Sincerely yours,

E. C. Franzen
E. C. FRANZEN
Chief, Engineering Division

Heppner [illegible]
M.P. 147.40
[illegible]

Rec'd
Proposal point
[illegible]

RECEIVED
FEB [illegible]
[illegible] PERMITS

RECEIVED
FEB 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1[illegible]
OREGON
STATE HIGHWAY COMMISSION

U. S. ARMY

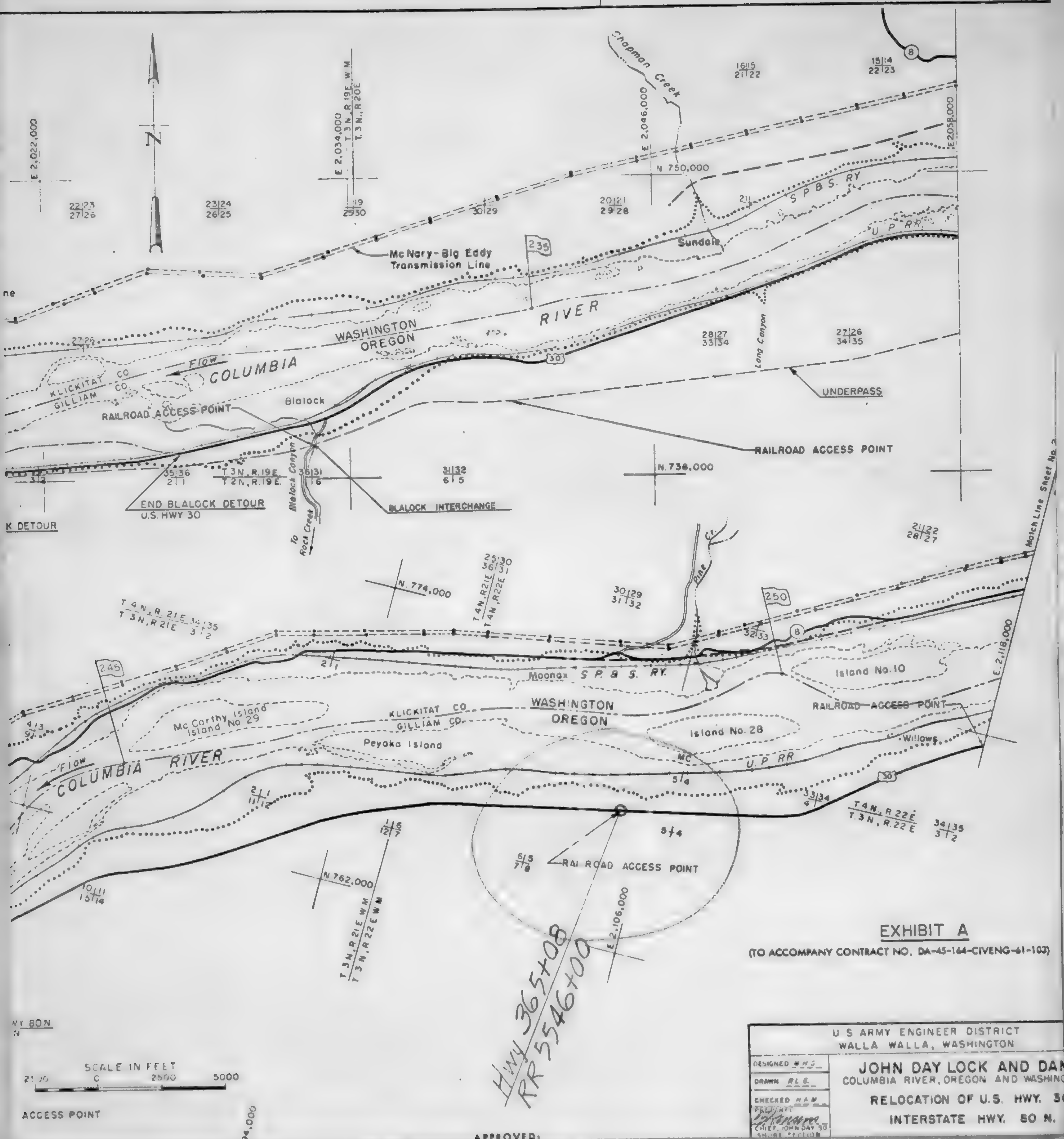

EXHIBIT A

(TO ACCOMPANY CONTRACT NO. DA-45-164-CIVENG-61-103)

U S ARMY ENGINEER DISTRICT
WALLA WALLA, WASHINGTON

DESIGNED W.H.S.
DRAWN R.L.G.
CHECKED H.A.W.
PREPARED
Chief, John Day 30 Share Section

JOHN DAY LOCK AND DAM
COLUMBIA RIVER, OREGON AND WASHINGTON
RELOCATION OF U.S. HWY. 30
INTERSTATE HWY. 80 N.

APPROVED:

PLEASE RETURN TO
LLOYD P. SHAW

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RE

3 May 1963

Re: Contract No. DA-45-164-CIVENG-61-103

State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

ATTENTION: Mr. Lloyd P. Shaw, Assistant State Highway Engineer

Dear Sir:

Reference is made to your letter of 2 May 1963 concerning the relocation of the Heppner highway and a section of Interstate 80N in the vicinity of Heppner Junction.

Quantities inclosed with your referenced letter were reviewed and I agree to the quantities as outlined, with the following exceptions listed under the "Highway Departments Responsibilities":

a. Type 2 Fence. - This item was reduced to 64 rods as the agreement provides that the Corps of Engineers will pay costs attributable to the interchange ramps. Your responsibility would therefore be limited to the fence from Station 532+00 to Station 542+00 on the north side of the westbound lanes plus a 5 percent allowance.

b. The quantity of top and bottom base course listed as items 36 and 37 on the tabulation inclosed with this letter could not be verified due to the unavailability of cross-sections. Mr. Trout of your office advised that detailed information will be forwarded on 6 May 1963 so that these items can be adequately reviewed.

c. Total cost of signing the project is to be borne by the Federal Government in accordance with the agreement.

d. I have increased the cost of flagging $100 to a total cost of $2,600 which is consistent with the value agreed to by Messrs Barbee and Hansens on 3 May 1963. The $2,600 is 40 percent of the total estimated price of $6,500 to be paid to the contractor according to the specifications.

RECEIVED
MAY 6 1963
OFFICE ENGINEERING
DIVISION

NPWEN-RE 3 May 1963

State Highway Engineer

The "Highway Department Responsibility" tabulation has been revised to reflect these changes and a copy inclosed with this letter. The new estimated cost of the states share is $49,768. The specifications must be revised to include provisions for contractor liability for damage to railroads. (See provisions included in your Arlington Viaduct Contract No. 6219; pages 14 through 26.)

A separate letter pertaining to rights-of-way will be furnished to you. Subject to the receipt of the detailed information on the base course items and the inclusion of provision for damages to railroads, I approve the advertisement of this construction contract.

J H Beddow

J. H. BEDDOW
Colonel, CE
Contracting Officer

1 Incl
Tabulation of Costs

HIGHWAY DEPARTMENT RESPONSIBILITY

FAI
(I-80N-5(8)145)

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Item No.	Item	Quantities	Unit Price	Amount
2.	Drainage Excavation, Unclassified	205 cu.yd.	$ 3.00	$ 615.00
15.	18-inch Culvert Pipe	240 lin.ft.	5.00	1,200.00
16.	24-inch Culvert Pipe	95 lin.ft.	7.50	712.50
21.	Extra for Pipe Under Pavement	75 lin.ft.	4.00	300.00
22.	18-inch Culvert End Sections	6 only	45.00	270.00
23.	24-inch Culvert End Sections	1 only	65.00	65.00
24.	Salvage and Stockpile Guard Rail	125 lin.ft.	1.00	125.00
25.	Metal Guard Rail	880 lin.ft.	2.50	2,200.00
26.	Rail End Pieces	2 only	5.00	10.00
27.	Guide Posts, PW-1	30 only	7.00	210.00
28.	Guide Posts, PY-2	2 only	8.00	16.00
31.	Type 2 Fence	64 rod	6.50	416.00
35.	1-1/2 inch Electrical Conduit	300 lin.ft.	2.25	675.00
36.	Coarse Crushed Material in Base	3,850 ton	1.40	5,390.00
37.	3/4" - 0 Material in Base	2,160 ton	1.50	3,240.00
38.	Sprinkling	110 M-gal.	3.00	330.00
39.	Preparation of Base	10% Lump sum	2,000.00	200.00
40.	3/4" - 0 Material in Binder Course	60 cu.yd.	3.75	225.00
41.	MC-250 Asphalt	10 ton	45.00	450.00
42.	Asphaltic Concrete Mixture	4,770 ton	4.25	20,272.50
43.	Asphalt in Mixture	265 ton	38.00	10,070.00
44.	RS-2 Asphalt	4 ton	44.00	176.00
				$47,168.00

Flagging ....$ 2,600

Total $49,768.00

RECEIVED
MAY 7 - 1963
FOR FILING

Gen. Files

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-80N-5(8)145

C-32

May 2, 1963

The District Engineer
U. S. Army Engineer District
Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington

Re: Relocation, Heppner Hwy.
and I-80N-5(8)145

Dear Sir:

It is the intent of the Oregon Highway Department to advertise the Heppner Jct. Interchange and N. Unit, Heppner Jct. Interchange-Rhea sections of the Columbia River and Heppner Highways for bids May 14, 1963. This project involves the relocation of the Heppner Highway and a short segment of the Interstate Highway 80N through the Heppner Jct. Interchange area. The respective responsibilities for payment between the State and Corps shall be as outlined in Article 5 b.2 and 5 b.3(13) and (14) of Contract DA-45-164-CIVENG-61-103.

Responsibilities for costs determined accordingly are:

	State	Total
Contract Bid Items	$47,694.50	$1,062,290.50
Flagging	2,500.00	6,500.00
Signing	400.00	1,000.00
Adjust Utilities	-	3,500.00
	$50,594.50	$1,073,290.50
Additives:		
Req. Art. 5.d - 10%	$ 5,059.45	
Req. Art. 5.c.9 - 5%	2,529.73	
+ 12½% Engr. & Cont.	-	$ 134,161.31
Total	$58,183.68	$1,207,451.81

This indicates that the approximate segregation of costs on estimated unit prices will be State share - $58,183.68 and Corps share - $1,015,106.82. These cost responsibilities will be adjusted later to bid prices of the successful contractor. Attached hereto are estimates of quantities from which the foregoing was derived.

Forwarded under separate cover, are plans and specifications covering the proposed work.

We request your early consideration and concurrence of advertising this job on the basis set forth.

We will also need from you a statement that all right of way has been acquired and/or will be available by June 6, 1963. You should also state that such right of way was acquired under procedures which conformed to the U. S. Department of Commerce requirement for Assistance to Displaced Families and Businesses as set forth in their PPM 21-4.4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Lloyd P. Shaw
Lloyd P. Shaw
Asst. State Highway Engineer

Encls.

cc: L. H. Young
F. D. Morgan
W. T. Wright
A. W. Parsons, BPR
J. W. Nash
Ivan Merchant
C. H. Maison

U. S. CORPS OF ENGINEERS RESPONSIBILITY

Heppner Jct. Interchange Section
Columbia River & Heppner Highways

Contract Bid Items		$1,014,596.00
Flagging	$4,000.00	
Signing	600.00	
Adj. Utilities	3,500.00	8,100.00
		$1,022,696.00

U. S. CORPS OF ENGINEERS RESPONSIBILITY

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Sheet No. 1

Item No.	Item	Quantities		Unit Price	Amount
	ROADWORK				
1.	Clearing and Grubbing	All	Spec.		$ 7,000.00
2.	Drainage Excavation	265	cu.yd.	$ 3.00	795.00
3.	General Excavation	726,700	cu.yd.	.68	4,941.56
4.	Extra for Select Subgrade	37,400	cu.yd.	.25	9,350.00
5.	Short Overhaul	2,605,000	yd.sta.	.01	26,050.00
6.	Long Overhaul	37,500	C-yd.sta.	.40	15,000.00
7.	Finish Roadbed & Slopes	All	Spec.		5,000.00
8.	Round Cutbanks	12,500	lin.ft.	.20	2,500.00
9.	Seeding	17	acre	150.00	2,550.00
10.	Mulching	17	acre	200.00	3,400.00
11.	Grass Seed, Crested Wheatgrass	200	lb.	.60	120.00
12.	Grass Seed, Hard Fescue	100	lb.	.75	75.00
13.	Inorganic Fertilizer 16-20-0	40	cwt.	6.00	240.00
14.	12-inch Culvert Pipe	60	lin.ft.	3.75	225.00
15.	18-inch Culvert Pipe	1,530	lin.ft.	5.00	7,650.00
16.	24-inch Culvert Pipe	95	lin.ft.	7.50	712.50
17.	18-inch Corrugated Steel Pipe, Uncoated	45	lin.ft.	5.00	225.00
18.	36-inch Corrugated Steel Pipe, Uncoated	75	lin.ft.	14.50	1,087.50
19.	48-inch Corrugated Steel Pipe, 10 Gage, Uncoated	190	lin.ft.	27.50	5,225.00
20.	12-inch Corrugated Steel Pipe, or Extra Strength Concrete	270	lin.ft.	4.00	1,080.00
21.	Extra for Pipe Under Pavement	45	lin.ft.	4.00	180.00
22.	18-inch Culvert End Sections	19	only	45.00	855.00
23.	24-inch Culvert End Sections	1	only	65.00	65.00
24.	Metal Guard Rail	7,820	lin.ft.	2.50	19,550.00
25.	Rail End Pieces	48	only	5.00	240.00
26.	Guide Posts, PW-1	220	only	7.00	1,540.00
27.	Guide Posts, PY-2	88	only	8.00	704.00
28.	Guide Posts, PY-3	2	only	8.50	17.00
29.	Bracket Reflectors	30	only	2.00	60.00
30.	Type 2 Fence	2,355	rod	6.50	15,307.50
31.	Salvage & Reinstall Type 2 Fence	530	rod	4.50	2,385.00
32.	16' x 48" Metal Gates	5	only	100.00	500.00
33.	20' x 48" Metal Gates	1	only	125.00	125.00
34.	Coarse Crushed Material in Base	73,650	ton	1.40	103,110.00
35.	3/4" - 0 Material in Base	15,440	ton	1.50	23,160.00
36.	Sprinkling	9,590	M-gal.	3.00	28,770.00
37.	Preparation of Base	All	Spec.		1,800.00

U. S. CORPS OF ENGINEERS RESPONSIBILITY

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Sheet No. 2

Item No.	Item	Quantities	Unit Price	Amount
38.	3/4"-0 Material in Binder Course	655 cu.yd.	$ 3.75	$ 2,456.25
39.	MC-250 Asphalt	100 ton	45.00	4,500.00
40.	Asphaltic Concrete Mixture	20,230 ton	4.25	85,977.50
41.	Asphalt in Mixture	1,110 ton	38.00	42,180.00
42.	Extra for Paving Approaches	6 only	30.00	180.00
	SIGNING			
43.	Removal of Existing Sign Installations	All Spec.		100.00
44.	Furnish 8 BP 36 Steel Piling	40 lin.ft.	8.00	320.00
45.	Drive Steel Piles	3 only	150.00	450.00
46.	Sign Support Footings	All Spec.		800.00
47.	Metal Sign Posts	All Spec.		575.00
48.	Wood Sign Posts	All Spec.		1,350.00
49.	Type A Signs in Place	391 sq.ft.	7.15	2,795.65
50.	Type C, D & R Signs in Place	583 sq.ft.	3.65	2,127.95
51.	Type E, F & G Signs in Place	83 sq.ft.	4.30	356.90
52.	Type H Signs in Place	28 sq.ft.	4.00	112.00
53.	Type K Signs in Place	159 sq.ft.	5.75	914.25
54.	Type P Signs in Place	20 sq.ft.	6.75	135.00
	RETAINING WALLS			
55.	Structural Excavation	90 cu.yd.	5.00	450.00
56.	Str. Exc. Below Elev. Shown	10 cu.yd.	5.00	50.00
57.	Class A Concrete	All Spec.		7,680.00
58.	Metal Reinforcement	All Spec.		2,135.00
	BRIDGE NO. 9126			
59.	Shoring, Cribbing, etc.	All Spec.		2,000.00
60.	Structural Excavation	260 cu.yd.	5.00	1,300.00
61.	Str. Exc. Below Elev. Shown	30 cu.yd.	5.00	150.00
62.	Furnish 10 BP 42 Steel Piling	780 lin.ft.	5.00	3,900.00
63.	Drive Steel Piles	12 only	100.00	1,200.00
64.	Splice Steel Piles	3 only	50.00	150.00
65.	Class A. Concrete	All Spec.		50,310.00
66.	Metal Reinforcement	All Spec.		18,851.00
67.	8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			Total	$1,014,596.00

IGHWAY DEPARTMENT RESPONSIBILI

FAI
(I-80N-5(8)145)

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Item No.	Item	Quantities	Unit Price	Amount
1.	Drainage Excavation, Unclassified	205 cu.yd.	$ 3.00	$ 615.00
2.	18-inch Culvert Pipe	240 lin.ft.	5.00	1,200.00
3.	24-inch Culvert Pipe	95 lin.ft.	7.50	712.50
4.	Extra for Pipe Under Pavement	75 lin.ft.	4.00	300.00
5.	18-inch Culvert End Sections	6 only	45.00	270.00
6.	24-inch Culvert End Sections	1 only	65.00	65.00
7.	Salvage and Stockpile Guard Rail	125 lin.ft.	1.00	125.00
8.	Metal Guard Rail	880 lin.ft.	2.50	2,200.00
9.	Rail End Pieces	2 only	5.00	10.00
10.	Guide Posts, PW-1	30 only	7.00	210.00
11.	Guide Posts, PY-2	2 only	8.00	16.00
12.	Type 2 Fence	145 rod	6.50	942.50
13.	1-1/2 inch Electrical Conduit	300 lin.ft.	2.25	675.00
14.	Coarse Crushed Material in Base	3,850 ton	1.40	5,390.00
15.	3/4" - 0 Material in Base	2,160 ton	1.50	3,240.00
16.	Sprinkling	110 M-gal.	3.00	330.00
17.	Preparation of Base	All Spec.		200.00
18.	3/4" - 0 Material in Binder Course	60 cu.yd.	3.75	225.00
19.	MC-250 Asphalt	10 ton	45.00	450.00
20.	Asphaltic Concrete Mixture	4,770 ton	4.25	20,272.50
21.	Asphalt in Mixture	265 ton	38.00	10,070.00
22.	RS-2 Asphalt	4 ton	44.00	176.00
				$47,694.50

Flagging $2,500

Signing 400

Total $50,594.50

COMPLETE PROJECT

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Sheet No. 1

Item No.	Item	Quantities	Unit Price	Amount
	ROADWORK			
1.	Clearing and Grubbing	All Spec.		$ 7,000.00
2.	Drainage Excavation, Unclassified	470 cu.yd.	$ 3.00	1,410.00
3.	General Excavation, Unclassified	726,700 cu.yd.	.68	494,156.00
4.	Extra for Selected Subgrade Material	37,400 cu.yd.	.25	9,350.00
5.	Short Overhaul	2,605,000 yd.sta.	.01	26,050.00
6.	Long Overhaul	37,500 C-yd.sta.	.40	15,000.00
7.	Finishing Roadbed and Slopes	All Spec.		5,000.00
8.	Rounding Cutbanks	12,500 lin.ft.	0.20	2,500.00
9.	Seeding	17 acre	150.00	2,550.00
10.	Mulching	17 acre	200.00	3,400.00
11.	Grass Seed, Crested Wheatgrass	200 lb.	.60	120.00
12.	Grass Seed, Hard Fescue	100 lb.	.75	75.00
13.	Inorganic Fertilizer, 16-20-0	40 cwt.	6.00	240.00
14.	12-inch Culvert Pipe	60 lin.ft.	3.75	225.00
15.	18-inch Culvert Pipe	1,770 lin.ft.	5.00	8,850.00
16.	24-inch Culvert Pipe	190 lin.ft.	7.50	1,425.00
17.	18-inch Corrugated Steel Pipe, Uncoated	45 lin.ft.	5.00	225.00
18.	36-inch Corrugated Steel Pipe, Uncoated	75 lin.ft.	14.50	1,087.50
19.	48-inch Corrugated Steel Pipe, 10 Gage, Uncoated	190 lin.ft.	27.50	5,225.00
20.	12-inch Uncoated Corr. Steel or Extra Str. Concrete Pipe	270 lin.ft.	4.00	1,080.00
21.	Extra for Pipe Under Pavement	120 lin.ft.	4.00	480.00
22.	18-inch Culvert End Sections	25 only	45.00	1,125.00
23.	24-inch Culvert End Sections	2 only	65.00	130.00
24.	Salvage and Stockpile Guard Rail	125 lin.ft.	1.00	125.00
25.	Metal Guard Rail	8,700 lin.ft.	2.50	21,750.00
26.	Rail End Pieces	50 only	5.00	250.00
27.	Guide Posts, PW-1	250 only	7.00	1,750.00
28.	Guide Posts, PY-2	90 only	8.00	720.00
29.	Guide Posts, PY-3	2 only	8.50	17.00
30.	Bracket Reflectors	30 only	2.00	60.00
31.	Type 2 Fence	2,500 rod	6.50	16,250.00
32.	Salvage and Reinstall Type 2 Fence	530 rod	4.50	2,385.00
33.	16' x 48" Metal Gates	5 only	100.00	500.00
34.	20' x 48" Metal Gates	1 only	125.00	125.00
35.	1-1/2 inch Electrical Conduit	300 lin.ft.	2.25	675.00
36.	Coarse Crushed Material in Base	77,500 ton	1.40	108,500.00

COMPLETE PROJECT

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

Sheet No. 2

Item No.	Item	Quantities	Unit Price	Amount
37.	3/4" - 0 Material in Base	17,600 ton	$ 1.50	$ 26,400.00
38.	Sprinkling	9,700 M-gal.	3.00	29,100.00
39.	Preparation of Base	All Spec.		2,000.00
40.	3/4" - 0 Material in Binder Course	715 cu.yd.	3.75	2,681.25
41.	MC-250 Asphalt	110 ton	45.00	4,950.00
42.	Asphaltic Concrete Mixture	25,000 ton	4.25	106,250.00
43.	Asphalt in Mixture	1,375 ton	38.00	52,250.00
44.	RS-2 Asphalt	4 ton	44.00	176.00
45.	Extra for Paving Approaches	6 only	30.00	180.00
	SIGNING			
46.	Removal of Existing Sign Installations	All Req.		100.00
47.	Furnish 8 BP 36 Steel Piling	40 lin.ft.	8.00	320.00
48.	Drive Steel Piles	3 only	150.00	450.00
49.	Sign Support Footings	All Req.		800.00
50.	Metal Sign Posts	All Req.		575.00
51.	Wood Sign Posts	All Req.		1,350.00
52.	Type "A" Signs in Place	391 sq.ft.	7.15	2,795.65
53.	Type "C", "D" and "R" Signs in Place	583 sq.ft.	3.65	2,127.95
54.	Type "E", "F" and "G" Signs in Place	83 sq.ft.	4.30	356.90
55.	Type "H" Signs in Place	28 sq.ft.	4.00	112.00
56.	Type "K" Signs in Place	159 sq.ft.	5.75	914.25
57.	Type "P" Signs in Place	20 sq.ft.	6.75	135.00
	RETAINING WALLS			
58.	Structural Excavation	90 cu.yd.	5.00	450.00
59.	Structural Excavation Below Elevations Shown	10 cu.yd.	5.00	50.00
60.	Class "A" Concrete	All Req.		7,680.00
61.	Metal Reinforcement	All Req.		2,135.00
	BRIDGE NO. 9126			
62.	Shoring, Cribbing, etc.	All Req.		2,000.00
63.	Structural Excavation	260 cu.yd.	5.00	1,300.00
64.	Structural Excavation Below Elevations Shown	30 cu.yd.	5.00	150.00
65.	Furnish 10 BP 42 Steel Piling	780 lin.ft.	5.00	3,900.00
66.	Drive Steel Piles	12 only	100.00	1,200.00
67.	Splice Steel Piles	3 only	50.00	150.00
68.	Class "A" Concrete	All Req.		50,310.00
69.	Metal Reinforcement	All Req.		18,851.00
70.	8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
				$1,062,290.50

COMPLETE PROJECT

Heppner Jct. Interchange and
N. Unit, Heppner Jct. Interchange-Rhea Sections

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$1,062,290.50
Anticipated Additional Items:		
Flagging	$6,500	
Signing	1,000	
Adj. Utilities	3,500	11,000.00
		$1,073,290.50
Engr. & Cont. (12½%)		134,161.31
Estimated Net Authorization, Constr.		$1,207,451.81

RECEIVED
APR 29 1963

FOR FILING

I 80N 5(8)14

1292

Salem, Oregon
April 26, 1963

Mr. W. T. Wright
Right of Way Engineer

Office

As of April 18, 1963, we have authorization of the BPR to proceed with the acquisition of right of way for the section of Interstate 80N from Heppner Junction to a junction with U.S. 730 east of Boardman (excluding the Boardman Section which is the obligation of the U.S. Army Engineers).

Prefixes for this section were given to you in our letter of April 12.

L. H. Young
Office Engineer

JAH:lt

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APR 26 1963
FOR FILING

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

APRIL 23, 1963

File Ref. D 323 - 1 - 57

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Merchant:

Referring to recent discussions concerning proposed construction of Heppner Highway 74 overcrossing on the Railroads' Heppner Branch approximately 4 miles south of Heppner Junction, Gilliam County, Oregon:

You were informed that U. S. Army Engineers have advised the Railroads that the State is acting as an Agent of the U. S. Government in constructing the overcrossing structure as a part of the John Day Dam Relocation project. Upon this basis, an agreement between the Railroads and the State will not be required to cover construction of the overpass and this will be handled in same manner as overpass structures being constructed by the State at Arlington, Oregon. This means that the State's Contractor on the Heppner Highway overcrossing project will be required to furnish insurance and execute indemnity agreement with the Railroads in accordance with agreement between the Railroads and U. S. Government on the John Day Dam Relocation project.

While the construction can be handled as outlined above, after further consideration it is our Companies' position that an easement and maintenance agreement, covering the overpass, should be executed by the Railroads and State. Therefore, we will proceed with preparation of such an agreement granting the State an easement 60 feet in width for the structure and necessary easements for slopes and retaining walls. Also, agreement will contain the usual maintenance provisions.

Yours very truly,

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 24 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
APR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Copy for P.M. Stephenson ✓
" " Mr. Hershberger
" " Frank Morgan.

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APR 12 1963

FOR FILING

I-80N-5(1)145

6292

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 10, 1963

SUBJECT: Traffic recorder relocation
Columbia River Highway
M. P. 146.79

To:
L. H. Young
Office Engineer
Office

The relocation of the Heppner Junction by the Army Engineers resulting from the construction of the John Day Dam will place our traffic recorder on the east side of the junction rather than its current location west of the junction. To avoid the disruption of traffic trends at this location, the recorder must be moved to a location west of the relocated junction and east of Arlington. This relocation should be considered a part of the relocation of the Heppner Junction, and therefore the cost of it should be paid by the Army Engineers.

It is the desire of the Traffic Engineering Division to include an extra item of work in the job of relocating the Heppner Junction, with the stipulation that the recorder will be moved by State forces and not by contract item.

We have obtained estimates of cost and have determined that the most feasible new location for the recorder will be just east of the interchange at Arlington. The cost of providing power at this point will be approximately $1,200 less than providing power at a location approximately one and one-half miles west of the present location. The relocation of this recorder is estimated to cost $3,000 for construction and right of way of a power line to provide electrical service, and $1,000 for State forces to make the physical move.

F. B. Crandall
Traffic Engineer

RCB:mp
cc: Tom Edwards
F. D. Morgan

NOTED
TOM EDWARDS

RECEIVED
APR 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

3-20-63

Pux 495

In the Matter of the Application of the)
STATE OF OREGON, by and through its)
State Highway Commission, for authority)
to construct an overcrossing over the)
tracks and right of way of the Union)
Pacific Railroad Company, Heppner Branch,)
known as the HEPPNER HIGHWAY OVERCROSSING)
PROJECT located approximately four miles)
South of Heppner Junction in the Northeast)
Quarter (NE¼) of Section 14, Township 3)
North, Range 22 East, Willamette Meridian,)
Gilliam County, Oregon)

No. SIF 251
REPLY OF
APPLICANT OREGON STATE HIGHWAY COMMISSION
TO ANSWER OF RESPONDENT RAILROADS

For reply to the Answer of Respondents Oregon-Washington Railroad & Navigation Company, and Union Pacific Railroad Company, Applicant State of Oregon, by and through its State Highway Commission, respectfully admits Respondents' allegations as follows:

I

Admits the allegations contained in paragraph II of the Answer and submits herewith amended Oregon State Highway Department Drawings No. 18429 and No. 18362, amended March 18, 1963 and March 19, 1963, respectively.

II

Admits that due to a typographical error an inconsistency exists between Applicant's paragraph VI and Applicant's drawing relative to the railroad stationing of the point of intersection; that the correct stationing is, as Respondents allege, in paragraph IV of their Answer, Railroad Station 211+33.40 POC.

III

Admits that it now has reason to believe that the train movements at the site of the proposed crossing consist of two movements per day upon three days of the week for a total of six movements per week; and not one movement upon six days of the week as alleged in paragraph V of the Application.

JNH:jr
3-19-63

IV

Admits, for the reasons given by Respondents in their Answer in paragraph VII, that Oregon-Washington Railroad & Navigation Company is also an interested party in this matter.

WHEREFORE, Applicant prays for entry of an order in accordance with said Application, Answer and Reply and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 20th day of March, 1963.

STATE OF OREGON, by and through
its State Highway Commission

L. I. LINDAS

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By____________________________
J. N. HERSHBERGER - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing reply is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 20th day of March, 1963.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing reply and the whole thereof.

____
J. N. HERSHBERGER - Staff Attorney

JNH:jr
2-6-63

PUX 495

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

2-6-63

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Union Pacific Railroad Company, Heppner Branch, known as the HEPPNER HIGHWAY OVERCROSSING PROJECT located approximately four miles South of Heppner Junction in the Northeast Quarter (NE¼) of Section 14, Township 3 North, Range 22 East, Willamette Meridian, Gilliam County, Oregon	PETITION No.__________

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.040.

III

That the "pool", resulting from the construction of the John Day Dam on the Columbia River by the Corps of U. S. Army Engineers, requires the relocation of the northern portion of the Heppner Highway, State Primary Highway No. 74, to make an adequate connection with the reconstructed Columbia River Highway, State Primary Highway No. 2 (Interstate System 80N); said relocation necessitates the construction of an overcrossing of the Heppner Branch line of the Union Pacific Railroad, Lessee of Oregon-Washington Railroad & Navigation Company, as shown on Oregon State Highway Department Drawings Numbered 18,429, dated November

JNH:jr
2-6-63

5, 1962, and 18,362, dated October 1962, preliminary plan and elevation and vicinity map, respectively; attached hereto and by this reference made a part hereof. This is a new highway crossing of an existing railroad with no benefit accruing therefrom to the Railroad.

IV

That due to the topography of the proposed location of the crossing, an undercrossing would not be feasible and safety for traffic on both the railroad and the highway make construction of a gradecrossing contrary to public interest.

V

That upon completion of the proposed structure, the annual average daily traffic will be 150 vehicles with an anticipated increase to 300 vehicles in 1975; that at the site of the proposed crossing there are six train movements per week, i.e. one per day on six days of the week.

VI

That the proposed structure, designated as Bridge No. 9126, will be 204 feet between centerlines of the end bents; constructed of reinforced concrete box girders; the point of intersection of the centerline of the proposed structure and the railroad right of way is Highway Station "L" 181+06.60 POS=Railroad Station 211+30.40 POC; the angle of intersection is 39°33'45", tangent to tangent in the Southeast quadrant. The proposed structure is on a grade of 4.491 per cent descending to the South.

VII

That Petitioner proposes that the construction and maintenance of the proposed overcrossing structure and the facilities of Railroad be handled and the cost thereof borne as follows:

JNH:jr
2-6-63

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds only, finance the construction of said project, including reimbursement to Railroad Company for necessary expenditures incurred by it in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the project, maintain the overcrossing structure with its fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement under Federal regulations;

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Remove temporarily and, upon completion of said structure, replace its existing signal and communication lines to protect the same during construction.

3. Remove and replace existing right of way fences as required.

JNH:jr
2-6-63

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities after completion of the construction.

VIII

That during construction it will be necessary to impair the vertical clearance to a distance of 21'6" from top of rail to lowest framing members; that upon completion of construction said impairment of vertical clearance shall be removed so that vertical clearance shall exceed the minimum standards set forth in Public Utility Commissioner's Rule 44-055; there shall be no impairment at any time of minimum horizontal clearance.

IX

That in addition to your Petitioner, Respondent Railroad and Gilliam County, that the following is an interested party in the matter:

Corps of U. S. Army Engineers
Walla Walla District
Real Estate Division
Building 601
City-County Airport
Walla Walla, Washington

X

That the proposed project is located in the NE¼ of Section 14, Township 3 North, Range 22 East, Willamette Meridian, Gilliam County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing said construction and allocation of costs in accordance herewith, and for such other and further order or orders as may be just and proper in the premises.

JNH:jr
2-6-63

Dated at Salem, Oregon, this 6th day of February, 1963.

STATE OF OREGON, by and through
its State Highway Commission

L. I. LINDAS

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
J. N. HERSHBERGER - Staff Attorney

STATE OF OREGON)
)ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 7th day of February, 1963.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

____
J. N. HERSHBERGER - Staff Attorney

RECEIVED
FEB 5 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 1, 1963

Corps of Engineers, U. S. Army
Office of District Engineer
Walla Walla District
Walla Walla, Washington

Attention: Real Estate Division

Re: Railroad O'Xing on
Heppner Highway Relocation

Gentlemen:

This is to confirm our telephone conversation of this morning regarding the Public Utilities Commission application for a permit to construct the O'Xing of the Union Pacific Railroad on the Heppner Highway.

It is my understanding that the State will proceed with the PUC application and that the PUC order will be issued to the Oregon State Highway Commission. Also, that the State will have a Railroad-Highway Agreement prepared by the Union Pacific Railroad in which any easement area will be granted in the name of the State of Oregon through its State Highway Commission. Any cost in connection with the acquisition of the easement of the railroad property for the structure will be borne by the Highway Department.

I believe this will simplify the negotiations as to PUC orders and the agreement, and in the long run will achieve the same goal as if these actions were in the name of the Corps.

An application for a PUC Permit for the railroad grade separation structure will be made in the very near future. A copy of the application will be sent to you together with the answer from the railroad, and copies of the Railroad-Highway Agreement will be furnished you at a later date.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
cc: L. L. Lindas
Walter Wright
F. D. Morgan
L. H. Young
P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIV
FEB 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1963

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 18, 1963

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Heppner Overcrossing of UPRR
Heppner Branch
Bridge No. 9126

Enclosed please find four prints each of our Drawing Nos. 18429 and 18362, the plan and elevation and vicinity map, respectively, for the proposed overcrossing of your Heppner Branch on the realignment of the Heppner Highway.

The structure arrangement has been planned to provide an off-track maintenance road on the southeasterly side as requested in your letter of November 27, and a minimum of 12' of horizontal clearance to the face of retaining wall on the westerly side. A minimum of 24' of vertical clearance above the base of rail will be provided. It will be necessary to impair the vertical clearance to 21'6" above the top of rail during the construction period, which impairment will be removed upon the completion of construction.

The proposed structure is on a new highway,crossing an existing railroad track, and is considered to be of no benefit to the Railroad. No contribution in Railroad funds will be requested in this project, and the Railroad will be reimbursed for their necessary expenses as permitted by PPM30-3.

The State will prepare plans, specifications, and award a contract for the construction of the project and upon completion of the project will maintain the highway structure and all other highway appurtenances.

The Railroad should remove and replace right-of-way fences as required, remove its existing communication line during the construction period, and re-establish in permanent location upon the completion of construction. Furnish engineering inspection and watchman services to protect the Railroad's operations during the construction period, and maintain its railroad trackage and other railroad appurtenances.

NOTED
P. M. STEPHENSON

The State will require an easement across the railroad right-of-way 60' in width symmetrical about the center line of the proposed highway and with longitudinal encroachments to cover the fill slope areas and retaining wall areas.

Please return one print of the attached drawings with your approval or comments noted at your early convenience.

The enclosed drawings will be used in the PUC application which will be applied for in the very near future.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. P. M. Stephenson
Mr. Joe Harshberger
Mr. R. M. Brown (UPRR)

RECEIVED
JAN 2 1 1963
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 16, 1963

District Engineer
Corps of Engineers
Building 602
City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to the Heppner Junction Section, Columbia River Highway and your letter of December 28, 1962, in which you included plans for a proposed quarry pit.

In order to determine possible conflict between contractors' operations in the area, it is desirable that we have more information as to the proposed operation of the quarry pit, that is, proposed haul route through present highway traffic, approximate quantities of materials, time, duration, etc.

If haul operations pertaining to the proposed quarry pit require entering of present rights of way for the Columbia River Highway, a special permit must be granted by the Commission as rights of way on the present highway were acquired on a restricted access basis which specified a specific location where ingress and egress was to be allowed.

Further difficulties will be encountered after highway is open to interstate traffic. Interstate policy does not allow direct access to or crossing of the highway except at interchanges.

Your consideration and comments would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
LLOYD P. SHAW

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

RECEIVED
JAN 1 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

DJB:jd

cc: Lloyd P. Shaw

NPWEN-RE

28 December 1962

Re: Contract No. DA-45-164-CIVENG-61-103

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. George Wills

CONSTRUCTION DIVISION
RECEIVED
DEC 31 1962
NOTED-- ☐ ☐ ☐ ☐ ☐
CA ACE ACE COE

Dear Sir:

Reference is made to the Heppner Junction area relocation of the traffic interchange and that portion of highways numbers Oregon 74 and Interstate 80N necessitated by the construction of the John Day Lock and Dam.

We are inclosing under separate cover two prints of a quarry pit in the vicinity of the Heppner Junction Interchange for your information. This quarry will be reserved for the production of ballast and riprap to be used in the Arlington to Willow Creek section of the Union Pacific Railroad relocations.

It is anticipated that this quarry site will be operated during the same period that your department is administering the construction of the referenced facilities. This proximity of construction operations will be brought to the attention of our contractor and this information is furnished to permit you to advise your contractor of the quarry operation.

Sincerely yours,

1 Incl (dupe) (und sep cov)
Topographic dwg

E. C. FRANZEN
Chief, Engineering Division

NOTED
LLOYD P. SHAW

RECEIVED
NOV 1 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-Hwy-C(c) 145

November 9, 1962

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. C. E. Baker
Superintendent

Gentlemen:

Re: Heppner Highway Overcrossing of
Union Pacific Railroad
Heppner Highway
Bridge No. 9126

By letter of October 19 I sent you prints of our Drawing No. 18362, the vicinity map for the proposed overcrossing structure on the realignment of the Heppner Highway made necessary by the John Day Dam.

Recently your Mr. Tabor requested a tie between the proposed highway and railroad intersection and the nearest section corner.

I am enclosing four prints of Drawing No. 18362 which indicates the tie between the highway and railroad intersection and the section corner between Sections 11, 12, 13, and 14.

As soon as possible we would like to have your requirements for horizontal clearance at this crossing so that we may proceed with the P.U.C. application and hearing.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. R. M. Brown
Mr. P. M. Stephenson ✓

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

P. M. S.

RECEIVED
FORM 2-123X 100M 4-62
OCT 22 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

2292 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 19, 1962

Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. E. Baker
Supt.

Re: Heppner Highway O'Xing
of UPRR
Heppner Highway

Gentlemen:

The construction of the John Day Dam on the Columbia River will require the reconstruction of the lower portion of the Heppner Highway. This reconstruction will require an overcrossing of your Heppner Branch line.

I am enclosing three (3) prints of our Drawing No. 18362 which is the Vicinity Map for the proposed overcrossing structure.

Will you please advise us as to any railroad requirements pertaining to horizontal clearance? To encompass the fill on railroad right-of-way it will be necessary to have an easement 100 feet in width each side of the proposed highway centerline, or a total width of 200 feet across your right-of-way.

Preliminary drawings indicating the type and span arrangements will be provided you as soon as your requirements for horizontal clearances are determined.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
Encl.
cc: F. D. Morgan
P. M. Stephenson

RECEIVED
OCT 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

326-1704 Gresham (S.E. Lawrence St.) 1963
Sec. of City St. (Grad. & Pav.)
#6293

Sidney Stafford 38

SCA

OREGON STATE HIGHWAY DEPARTMENT Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6293 Prefix 326-1704 Survey Prefix 326-1413

Street S.E. Lawrence Street

City Gresham

Payments to Contractor	$ 59,514.12
Engineering and Contingencies	5,614.14
Survey	1,674.79
TOTAL	$ 66,803.05
Agreed State Share	20,000.00
Agreed City Share	$ 46,803.05
City Advance Deposit	$ 45,000.00
BALANCE DUE FROM CITY	$ 1,803.05

Reference: Outside Billing CC 853

RU:mm

Spear – 1963

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
R. M. ALLISON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

RECEIVED
MAR 24 1964
ENGINEER
COUNTY & CITY DIVISION

INVOICE NUMBER
F. [illegible] 81222

NOTED
DON [illegible]

City of [illegible]
City Hall
[illegible], Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

[illegible] Administrator

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: [illegible]			
Advance Deposit			[illegible].00
As per attached statement:			
Final Cost		[illegible]	
Agreed State Share		[illegible]	
Agreed City Share			14,[illegible]
Balance Due			1,[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ____________

By ____________________________

A 150 (REVISED 7-60)

File

NOTED
H. S. CO

NOTED
DON HARWELL

NOTED
R. M. ALLISON

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

NOTED
R. H. PRANGE

Contract # 6993

Street S.E. Lawrence Street

City GRESHAM

P. B. [illegible]

Payments to contractor (See attached voucher for breakdown)	$59,514.12
Engineering and contingencies	5,614.14
Survey	1,674.79
TOTAL	$66,803.05
Agreed State Share	20,000.00
Agreed City Share	$46,803.05
City Deposit	45,000.00
BALANCE DUE FROM CITY	$ 1,803.05

Reference: Outside Billing cc-853

RMA:mm
3/20/64

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY	Multnomah
HIGHWAY	City Street
SECTION	Gresham(S. E. Lawrence St.)
PREFIX NO	326-1704-201(41) 367.27 Dr. 326-1704-204(41) 2,822.13 Dr.
CONTRACT NO.	6293
ESTIMATE NO.	4 Final

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	CLEARING AND GRUBBING		LUMP SUM	7500000	1000	75000	75000	
002	DRAINAGE EXCAVATION	UNCLASSIFIED	CU YDS	25000	811770	202943	205000	CR 2057
003	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	12500	6917500	864688	850000	14688
004	FINISHING ROADBED AND	SLOPES	MILE	10000000	380	38000	38000	
005	8-INCH SEWER PIPE		LIN FT	22000	393500	86570	83160	3410
006	12-INCH SEWER PIPE		LIN FT	30000	2008500	602550	602400	150
007	6-INCH PERFORATED DRAIN	PIPE	LIN FT	18000	248500	44730	44730	
008	SPECIAL BACKFILL IN	DRAINS	CU YDS	50000	22510	11255	11965	CR 710
009	CONCRETE INLETS TYPE G		ONLY	700000	18000	126000	126000	
010	JUSTMENT OF MANHOLES		ONLY	300000	3000	9000	9000	
011	CONCRETE CURBS		CU YDS	360000	114720	412992	403200	9792
012	CONCRETE DRIVEWAYS		SQ YDS	41500	550330	228387	228250	137
013	CONCRETE DRIVEWAY SLAB	EXTENSIONS	SQ YDS	36000	494870	178153	177840	313
014	CONCRETE WALKS		SQ YDS	33000	1529820	504841	504240	601
015	COARSE CRUSHED MATERIAL	IN BASE	CU YDS	33000	3520000	1161600	1155000	6600
016	3/4 IN - 0 MATERIAL IN BA		CU YDS	35000	778000	272300	272300	
017	SPRINKLING		M-GALS	40000	9000	3600	3600	
018	PREPARATION OF BASE		MILE	15000000	380	57000	57000	
021	CLASS B ASPHALTIC	CONCRETE	TONS	65000	1525850	991803	988000	3803
111	CONST TYPE B MH		EACH	2000000	4000	80000	80000	

DATE 12/18 /63	CONTRACT NO. 6293	TOTAL CONTRACT ITEMS	5951412	5914685	36727
PREVIOUS VOUCHER NO. 13328		0% RETAINED ON CONTRACT ITEMS		2,822.13	2,822.13
CHECKED BY AW bc		FORCE ACCOUNT			
ENGINEER OR AUDITOR W. J. Scofield		TOTAL PAYMENTS	59,514.12	56,324.72	3,189.40

RECEIVED
JAN 2 1964

FOR FILING

January 2, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6293 awarded to Oregon Asphaltic Paving Co., for grading-paving SE Lawrence Street in Gresham, Multnomah County, was completed November 1, 1963, and accepted by the Highway Commission on December 31, 1963.

Final payment, in the amount of $3,189.40 will be released to the contractor after January 9, 1964. The total contract amount is $59,514.12. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Oregon Asphaltic Paving Co.,
1220 SE 190th Avenue
Portland 33, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
JAN 2 1964

FOR FILING

2-6-1964

6293

December 31, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 1 on Contract No. 6293. The contract was with Oregon Asphaltic Paving Company and was for grading and paving on the Gresham City Street Section (S. E. Lawrence Street) in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1963, and that you concur in this procedure at the Commission meeting on January 30.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
D. H. Young
C. H. Maison

LPS:ajw bbc

NOTED
P. B. Arensmeier

NOTED
H. S. COX

December 16, 1963

NOTED
DON HARWELL

Mrs. Mary Gillis
City Recorder
City Hall
150 West Powell Boulevard
Gresham, Oregon

NOTED
V. R. JONES

Dear Mrs. Gillis:

In response to your letter of November 27, 1963, the following breakdown of costs on the S.E. Lawrence Street project in Gresham, Contract #6293, is submitted:

Cost of contract, including engineering	$64,669.59
Cost of survey	1,674.79
Total cost of project	$66,344.38
Amount contributed by State	20,000.00
Amount of contract remaining	$46,344.38
Deposited by City of Gresham	45,000.00
AMOUNT DUE THE STATE..............	$ 1,344.38

You will be billed for the amount due the State in the near future.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
R. M. ALLISON

R. M. Allison
Field Engineer

RMA:mm

cc: A. E. Johnson

City of Gresham

CITY HALL • 150 WEST POWELL BOULEVARD • GRESHAM, OREGON • MOhawk 5-3144

NOTED
V. R. JONES

November 27, 1963

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON
Answered 12/16/63
with copy to Div I

RECEIVED
NOV 29 1963
ENGINEER
COUNTY & CITY DIVISION

State of Oregon
State Highway Dept.
Salem, Oregon

NOTED
R. H. PRANGE

Attn: Mr. [illegible].S. Cox

Re: Lawrence St. Improvement

Gentlemen:

At the regular meeting of the Gresham City Council on November 20, 1963, on motion of Dr. [illegible]. Alan Fisher, street improvement work on S. E. Lawrence Street from Spruce Street to Hogan Road was accepted, subject to final accounting by the State Highway Department. Wm. Hessel, Jr. seconded and the motion carried; ayes, 5; no, 0.

We would appreciate receiving your final accounting as soon as possible so that we may begin the Bancroft bonding procedure.

Very truly yours,

CITY OF GRESHAM

Mary Gillis

Mary Gillis
City Recorder

MG

FORM E-1 (REV. 8-60)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER -	WEEK ENDING: Nov. 23, 1963
	SECTION Gresham (SE Lawrence St.)	SECTION PREFIX 326-1704
	HIGHWAY City Street	COUNTY Multnomah
NAME OF JOB Lawrence St. Gresham	KIND OF WORK Grading & Paving	
CONTRACTOR Oregon Asphaltic Paving Co.	CONTRACT NUMBER 6293	FEDERAL AID PROJECT NUMBER -
DATE OF CONTRACT June 14, 1963	DATE WORK STARTED July 29, 1963	ESTIMATED COMPLETION DATE Nov. 1, 1963.
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 45	WORK DAYS USED 39
PROJECT AUTHORIZATION: $ 63,779.06	ENGINEERING AUTHORIZATION $ 4,535.40	PERCENT OF TIME ELAPSED 86
EXCLUSIVE OF ENGINEERING: $ 59,243.65	5,100. ENGINEERING COST TO DATE $ 5,100.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,569.59	PERCENT OF AUTHORIZATION 112.4 %	
ESTIMATED PERCENT: OVERRUN ~~XXXXXXXX~~ 1.4 %	DATE PROJECT WAS COMPLETED: Nov. 1, 1963	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	XXXXXXXX PAVE.	MAT'L. PROD
100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.38	0.38			0.38
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.38	0.38			0.38
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7300	3370			2500
TOTAL QUANTITIES CORRECTED TO DATE	6917	4298			2526
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6917	4298			2526
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final Report.

The semi-final estimate was completed during the week and was submitted to the Division Office today, Friday.

SIGNED

ADDRESS Portland, 97202

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUL 11 1963
FOR FILING

6-17-1
6293

June 14, 1963

Oregon Asphaltic Paving Company
1220 S. E. 190th Avenue
Portland 33, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, accepted your proposal for grading and paving the Gresham (S. E. Lawrence Street) Section of City Street, Multnomah County, for the sum of $56,442.50, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6293.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

City of Gresham

CITY HALL • 150 WEST POWELL BOULEVARD • GRESHAM, OREGON • MOhawk 5-3144

NOTED
Harold C. Ayers

June 13, 1963

NOTED
H. S. COX

NOTED
HARWELL

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. S. Cox

Gentlemen:

Enclosed is a check for $45,000.00, which is the City's deposit for improvement of S.E. Lawrence Street from S.E. Spruce to S.E. Hogan Road, as stipulated in the agreement between the City and the State of Oregon, and authorized by Resolution No. 248, copies of which have been sent to the State Highway Department.

Very truly yours,

Mary Gillis

Mary Gillis
City Recorder

MG
Enc.

RECEIVED
JUN 14 1963
ENGINEER
COUNTY & CITY DIVISION

June 4, 1963

Mrs. Mary Gillis
City Recorder
City Hall
Gresham, Oregon

NOTED
Harold C. Avers

NOTED
DON HARWELL

Dear Mrs. Gillis:

On June 4, the State Highway Commission received two bids on the Special City Allotment project on S.E. Lawrence Street. Low bid was submitted by Oregon Asphaltic Paving Company of Portland. The total anticipated cost based on this bid is as follows:

1.	Clear and grub	Lump		$ 750.00	$ 750.00
2.	Drainage excavation	530	cu yds	2.50	1,325.00
3.	General Excavation	7300	cu yds	1.25	9,125.00
4.	Finish roadbed & slopes	0.38	mile	1000.00	380.00
5.	8" Sewer pipe	300	lin ft	2.20	660.00
6.	12" Sewer pipe	2040	lin ft	3.00	6,120.00
7.	6" perforated drain pipe	300	lin ft	1.80	540.00
8.	Special backfill in drains	40	cu yds	5.00	200.00
9.	Concrete inlets type "G"	20	only	70.00	1,400.00
10.	Adjustment of manholes	3	only	30.00	90.00
11.	Concrete curbs	110	cu yds	36.00	3,960.00
12.	Concrete driveways	570	sq yds	4.15	2,365.50
13.	Concrete driveway slab extensions	270	sq yds	3.60	972.00
14.	Concrete walks	1700	sq yds	3.30	5,610.00
15.	Coarse crushed material in base	2700	cu yds	3.30	8,910.00
16.	3/4"-0 material in base	670	cu yds	3.50	2,345.00
17.	Sprinkling	80	M/gal	4.00	320.00
18.	Preparation of base	0.38	mile	1500.00	570.00
19.	3/4"-0 material in binder course	70	cu yds	5.00	350.00
20.	R.C.-250 asphalt	10	tons	70.00	700.00
21.	Class "B" asphaltic concrete	1500	tons	6.50	9,750.00
					$56,442.50

Contract Amount	$56,442.50
Flagging	250.00
Engineering & Contingencies (12-1/2%)	7,086.56
Survey	1,286.06
Estimated Total Cost	$65,065.12
State Share	20,000.00
City Share	$45,065.12 or say $45,000.00

As per the agreement between City and State; City is to pay all costs in excess of $20,000. As the contract cannot be awarded until the City's advance deposit is in our hands, will you please at your earliest convenience transmit to this office a check in the amount of $45,000 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

Received 6/14/63

by

H. C. Ayers
Field Engineer

HCA:eb

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MAY 28 1963

FOR FILING

326-170-1

4393

Salem, Oregon
May 22, 1963

Special City Allotment Project
S.E. Lawrence Street
City of Gresham

Mr. H. S. Cox
County & City Relations
Office

Attention: Mr. H. C. Ayers
County & City Field Engineer

Attached is a fully executed copy of an agreement with the City of Cresham covering the Special City Allotment project on S.E. Lawrence Street from S.E. Spruce Avenue to Hogan Avenue in the City of Gresham.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Gresham.

Secretary

rn
Attach:

cc - Mr. Lloyd P. Shaw

Gresham (S.E. Lawrence St.) Sec.
Grading and Paving

Estimate

4/24/63

Item No.	Item	Quantity		Unit Price	Amount
1	Clearing and Grubbing	All Specified			$ 1500.–
2	Drainage Excavation, Incl. Backfill	530	Cu Yds	3.–	1590
3	General Excavation, Incl. [illegible]	7300	" "	1.25	9125.–
4	Finishing Roadbed and Slopes	0.38	Mile	2000.–	760.–
5	[illegible] Sewer Pipe	300	Lin Ft	2.10	630.–
6	12-inch Sewer Pipe	[illegible]	" "	2.50	5100.–
7	6-inch Perforated Drain Pipe	300	" "	2.50	750.–
8	Special Backfill in Drains	40	Cu Yds	6.–	240.–
9	Concrete Inlets, Type G	20	Only	100.–	2000.–
10	Adjustment of Manholes	3	"	75.–	225.–
11	Concrete Curbs	110	Cu Yds	42	4620.–
12	Concrete Driveways	570	Sq Yds	4.50	2565.–
13	Concrete Driveway Slab Extensions	270	" "	4.50	1215.–
14	Concrete Walks	1700	" "	3.50	5950.–
15	Coarse Crushed Material in Base	2700	Cu Yds	3.25	8775.–
16	3/4"-0 Material in Base	670	" "	3.50	2345.–
17	Sprinkling	80	M Gals	4.–	320.–
18	[illegible] of Base	0.38	Mile	500.–	190.–
19	3/4"-0 Material in Binder Course	70	Cu Yds	6.–	420.–
20	[illegible] 250 Asphalt	10	Tons	50.–	500.–
21	Class "B" Asph. Mix Concrete	1500	"	7.50	11250.–
					$ 60,070.–
	[illegible] Items				250.–
	[illegible]				$ 60,320.–
				12½%	7540.–
					$ 67,860
					1220
					69,080

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JAN 4 1963

FOR FILING
[illegible]
6293

1-3-63

PREFIX No. 326-1413

LOCATION PROSPECTUS
S. E. LAWRENCE STREET SECTION
CITY OF GRESHAM
MULTNOMAH COUNTY

The following prospectus is submitted concerning the above-mentioned section of S. E. Lawrence Street in the city of Gresham. Beginning at the intersection of Spruce Avenue and S. E. Lawrence, thence easterly along S. E. Lawrence to the intersection of S. E. Hogan Road. Overall length approximately 0.37 mile.

This will be a location survey to prepare plans, specifications and estimates for grading, drainage, paving, curbs and sidewalks on existing alignment. This project is to be constructed with 1963 Special City Allotment Funds.

The typical section will be a city street section with 36 feet between curbs. Sidewalks behind curbs are to be 5 feet in width and be constructed as part of the contract. The approved base design for construction is:

Paving	3" AC
Top Course Base	2" Level
Bottom Course Base	8" Coarse Base
Total Depth	13"

Materials needed can be obtained from local commercial sources.

The City of Gresham will make adjustments for water mains and all arrangements for required utility adjustments; however, storm sewers will be part of the contract.

There are no railroad crossings or stream crossings.

Final agreements will be required with the City of Gresham.

January 2, 1963
Attachment

cc: Forrest Cooper
R. L. Porter (2)
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
Carl Plog
Research Division
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER

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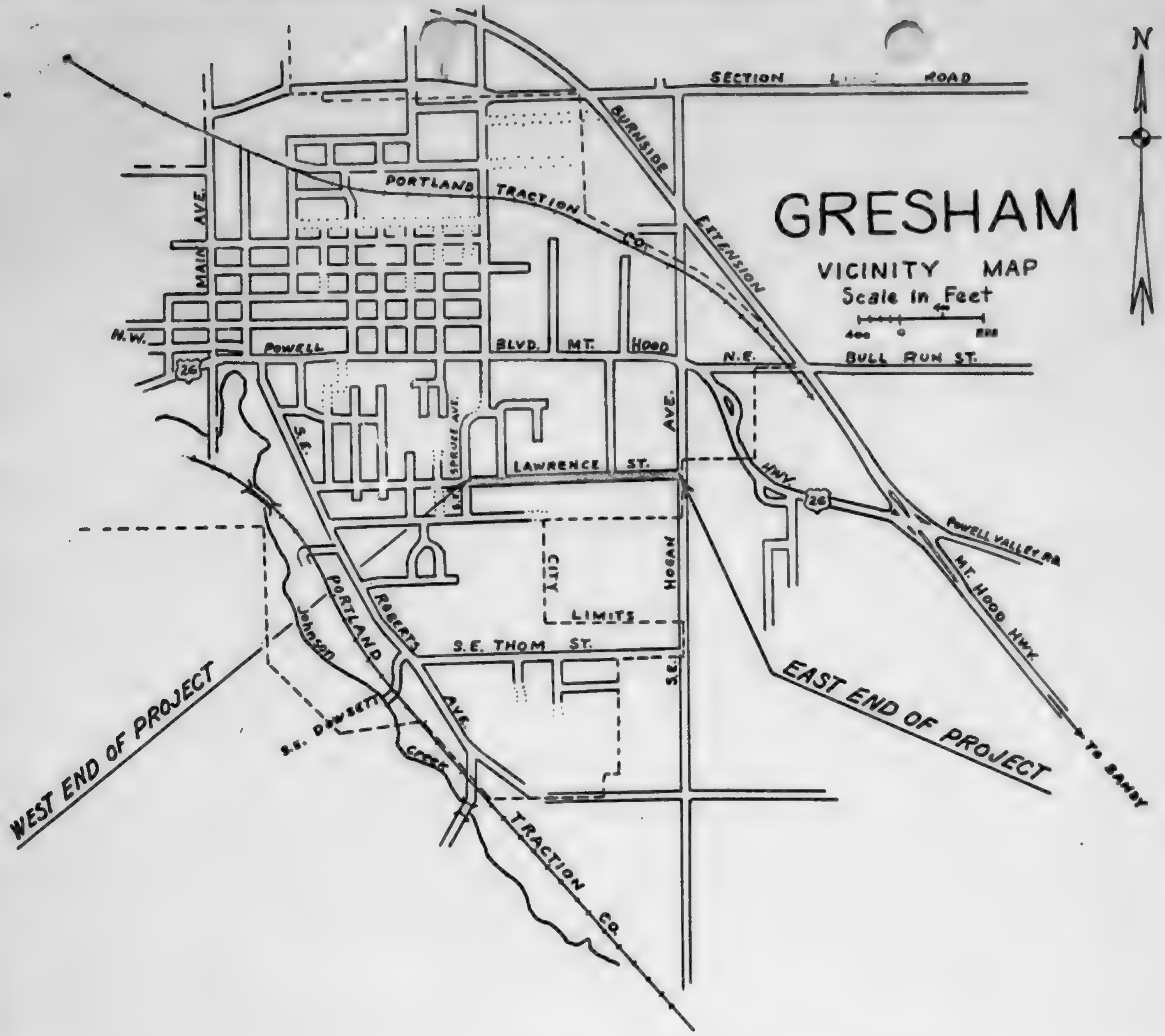
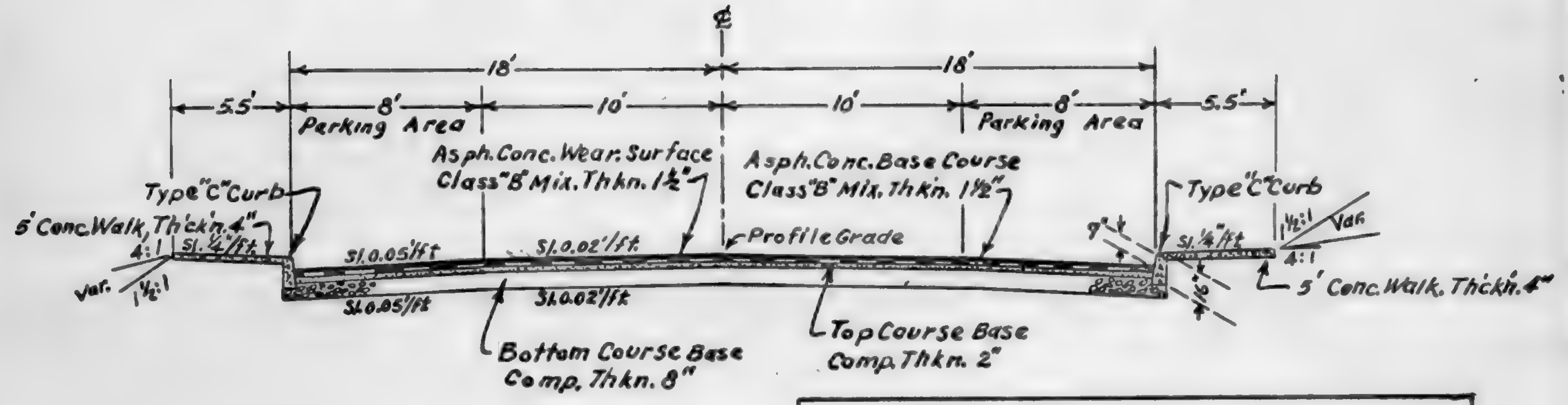
JAN 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION


℄
18'
18'
5.5'
8'
Parking Area
10'
10'
8'
Parking Area
5.5'
Asph. Conc. Wear. Surface Class "B" Mix. Thkn. 1½"
Asph. Conc. Base Course Class "B" Mix. Thkn. 1½"
Type "C" Curb
Type "C" Curb
5' Conc. Walk, Th'k'n. 4"
4:1
Sl. ¼"/ft.
Sl. 0.05'/ft
Sl. 0.02'/ft
Profile Grade
9"
Sl. ¼"/ft.
1½:1
Var.
4:1
Var.
1½:1
Sl. 0.05'/ft
Sl. 0.02'/ft
16"
5' Conc. Walk, Th'k'n. 4"
Bottom Course Base Comp. Thkn. 8"
Top Course Base Comp. Thkn. 2"

PROSPECTUS MAP

S.E. LAWRENCE STREET
CITY OF GRESHAM

MULTNOMAH COUNTY

Scale 0.5" = 800' 1962

GRESHAM 11-2-62

PRELIMINARY ESTIMATE

1963 SPECIAL CITY ALLOTMENT PROJECT

SE Lawrence Street from SE Spruce Avenue to Hogan Avenue, a distance of approximately 0.37 mile.

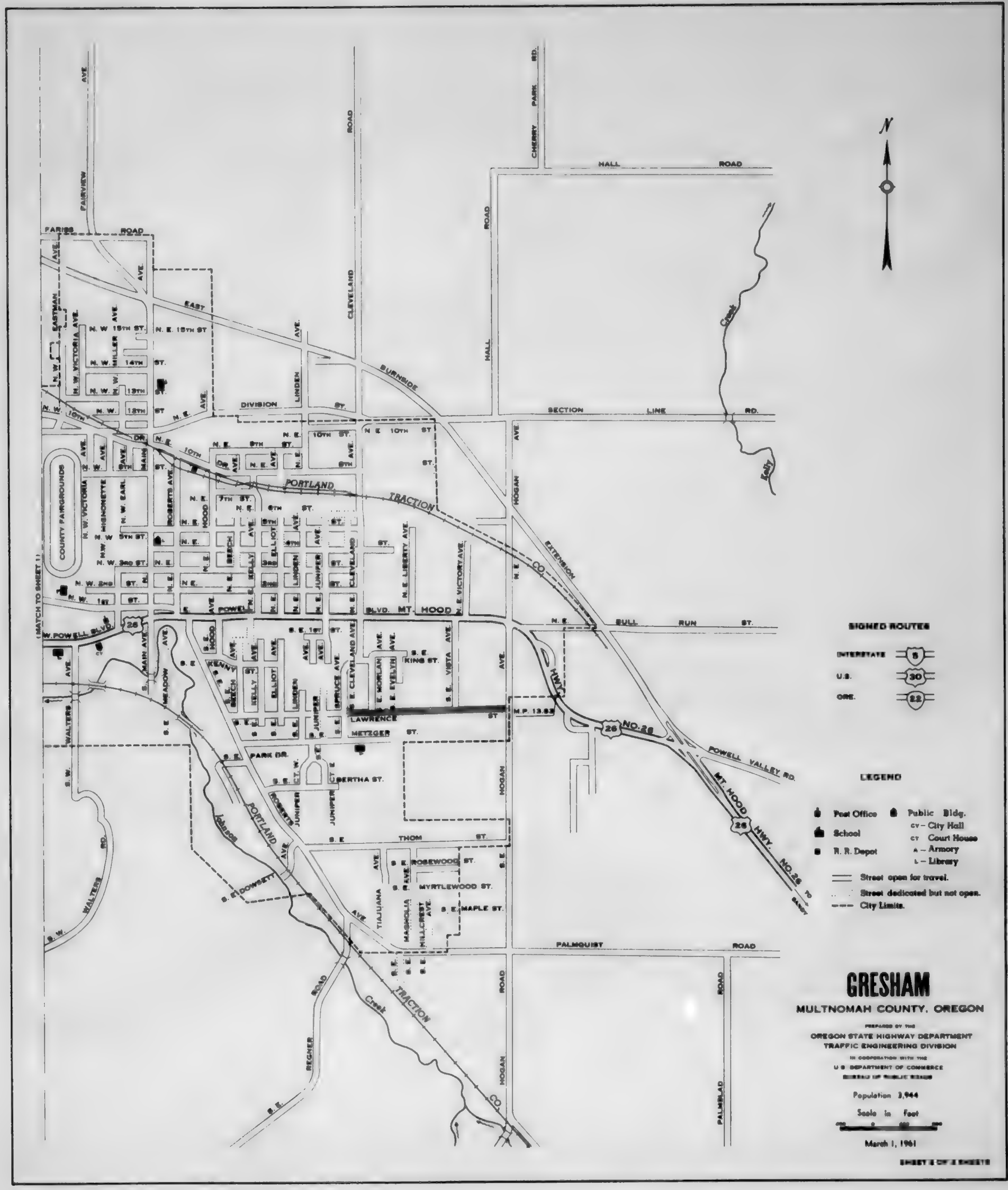
Grade; curb; drain; place 8" base and 2" leveling course, sidewalks, and 3" asphaltic concrete 36' wide.

Item		Quantity		@	Total	
Clear & grub	all	All		$	$ 1,000.00	[illegible]
Drainage excavation	460	800	c.y.	3.00	2,400.00	[illegible]
General excavation	7400	5180	c.y.	1.25	6,475.00	[illegible]
Finish roadbed & slopes	0.38	0.37	mile	2000.00	740.00	760.00
8" sewer pipe	300.00	430	l.f.	2.10	903.00	630.00
12" sewer pipe	2040.	2030	l.f.	2.50	5,075.00	5100.00
Concrete inlets	20	16	each	80.00	1,280.00	1600.00
Adjust manholes	3	8	each	70.00	560.00	210.00
Concrete curbs	120	116	c.y.	41.00	4,756.00	4800.00
Concrete driveways	480	230	sq. yd.	4.50	1,035.00	2160.00
Concrete walks	1800.	1520	sq. yd.	3.25	4,940.00	5850.00
Coarse crushed rock	2700	3250	c.y.	3.00	9,750.00	8100.00
3/4"-0" in base	670	710	c.y.	3.25	2,307.50	2177.50
Sprinkling	87	75	M/gal.	4.00	300.00	348.00
Class "B" asphaltic concrete	1595	1345	tons	7.50	10,087.50	11,962.50
						56,821.75

Estimated construction cost	$51,609.00
12-1/2% engineering and contingencies . . .	6,451.13
Survey	1,250.00
	$59,310.13

TOTAL ESTIMATE: $59,000

HCA:mm
11/2/62



GRESHAM

MULTNOMAH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,944

Scale in Feet

March 1, 1961

SHEET 2 OF 2 SHEETS

City of Gresham

CITY HALL • 150 WEST POWELL BOULEVARD • GRESHAM, OREGON • MOhawk 5-3144

NOTED
Harold C. Ayer

September 12, 1962

State of Oregon
State Highway Dept.
Salem, Oregon

Attn: Mr. H..C. Ayers

Gentlemen:

This letter will confirm Mr. Stafford Dowsett's letter to you dated August 9, 1962, stating that the City of Gresham will comply with the provisions of ORS 366.805 for receiving state assistance on S. E. Lawrence Street between Spruce and Hogan, during the year 1963.

The City is prepared to assume all costs above the $20,000 furnished by the state, to the amount as estimated by the state. A copy of the necessary resolution will be forwarded to you as soon as possible after the next Council meeting which will be on September 19.

Our City Engineer, Elden W. Carter, has already forwarded the completed project data forms to your office.

Very truly yours,

CITY OF GRESHAM

Mary Gillis

Mary Gillis
Asst. City Recorder

MG

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ENGINEER
COUNTY & CITY RELATIONS

PROJECT DATA, CITY OF GRESHAM Date 9/7/62

To be financed by City and State

Street name S.E. Lawrence St.
(Locate project on attached map.)

Project length 2,000 ft.

Desired width: 36 ft. feet
(Four lanes, parallel parking both sides = minimum 64'
Four lanes, parallel parking one side = minimum 58'
Two lanes, parallel parking both sides = minimum 42'
Two lanes, parallel parking one side = minimum 36')

Surface now in place: Oil X Paving____ Gravel____

Present surface width: 18 feet

RIGHT-OF-WAY -

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes____ No X

Will City provide required right-of-way? Yes X No____

Additional right-of-way to be acquired as part of project? Yes____ No X

State to furnish right-of-way descriptions? Yes____ No X

Give width of intersecting streets: 30 ft. & 36 Ft.

Are intersecting streets curbed? Yes____ No____

Remarks S.E. Morlan Ave. curbed; Vista Ave. not paved (Proposed 36 ft. street)

CONCRETE CURBS -

Now in place? Yes____ No X

Width between present curbs: _______feet

City to construct curbs? Yes____ No____

To be constructed as part of project? Yes X No____

Length of desired radius on curb returns: 15 feet

Does City desire special type of curbs? Yes____ No X

Explain:

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ENGINEER
COUNTY & CITY RELATIONS

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes X No____

Width of sidewalks to be constructed: 5 feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes X No____

Give: Length to be constructed and On which side of street

Length of project feet N. X S.___ E.___ W.___

" " " feet N.___ S. X E.___ W.___

Should sidewalks be placed against curbs? Yes X No____

Is utility strip required? Yes____ No X; Width: ______feet

Remarks____

STORM SEWERS -

Now in place? Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No X

To be constructed as part of project? Yes X No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 3 - 8 feet

Remarks____

WATER MAINS -

Now in place? Yes X No___

If yes, how deep from present surface? 2.5 feet

To be adjusted by City? Yes X No___

To be adjusted as part of project? Yes___ No X

Remarks New mains to be installed to new street grades.

(City of Portland Bull Run Conduit No. 3 runs on S.E. Lawrence St.)

DRIVEWAYS -

To be constructed as part of project? Yes___ No X

Asphaltic concrete? Yes___ No___

Portland cement? Yes___ No___

How many? ___________

Must driveways be Portland Cement to comply with City code? Yes___ No___

Is there a City ordinance specifying width and number of driveways permitted?
Yes___ No___ (If yes, please include copy of ordinance.)

Remarks Driveway approaches in sidewalk area only.

FRANCHISED UTILITIES (City is to arrange for any required adjustment.) - - -

Gas lines? Yes X No___

Electric poles? Yes X No___

Which company? Portland General Electric
(NOTE: If City-owned, City to adjust.)

Telephone poles? Yes X No___

Which company? West Coast Telephone

Railroad tracks? Yes___ No X

Which company? ___________________________

Is crossing presently protected
by automatic railroad signals? Yes___ No___

Remarks ___________________________

WORK TO BE DONE BY CITY AS PART OF PROJECT - - - - - - - - - - - - - - - -

Grading? Yes____ No X

Clearing? Yes____ No X

Base rock? Yes____ No X

Concrete curbs? Yes____ No X

Driveways? Yes____ No X

Remarks

GENERAL INFORMATION -

Are City finances available? Yes X No____

When available? Date April, 1963

If project is being designed by State for City construction, all costs must be borne by City. This includes survey, location, preparation of project for specifications, etc. If construction engineering is performed by State, this cost also shall be borne by City.

Has City established grade on street? Yes X No (Tentative)
(If yes, please include copy of data.) Profile furnished with previous S.E. Lawrence St. Project.

Please indicate site for disposal of excess excavated material:

At bridge on S. Roberts Ave. near S.E. Thom St.

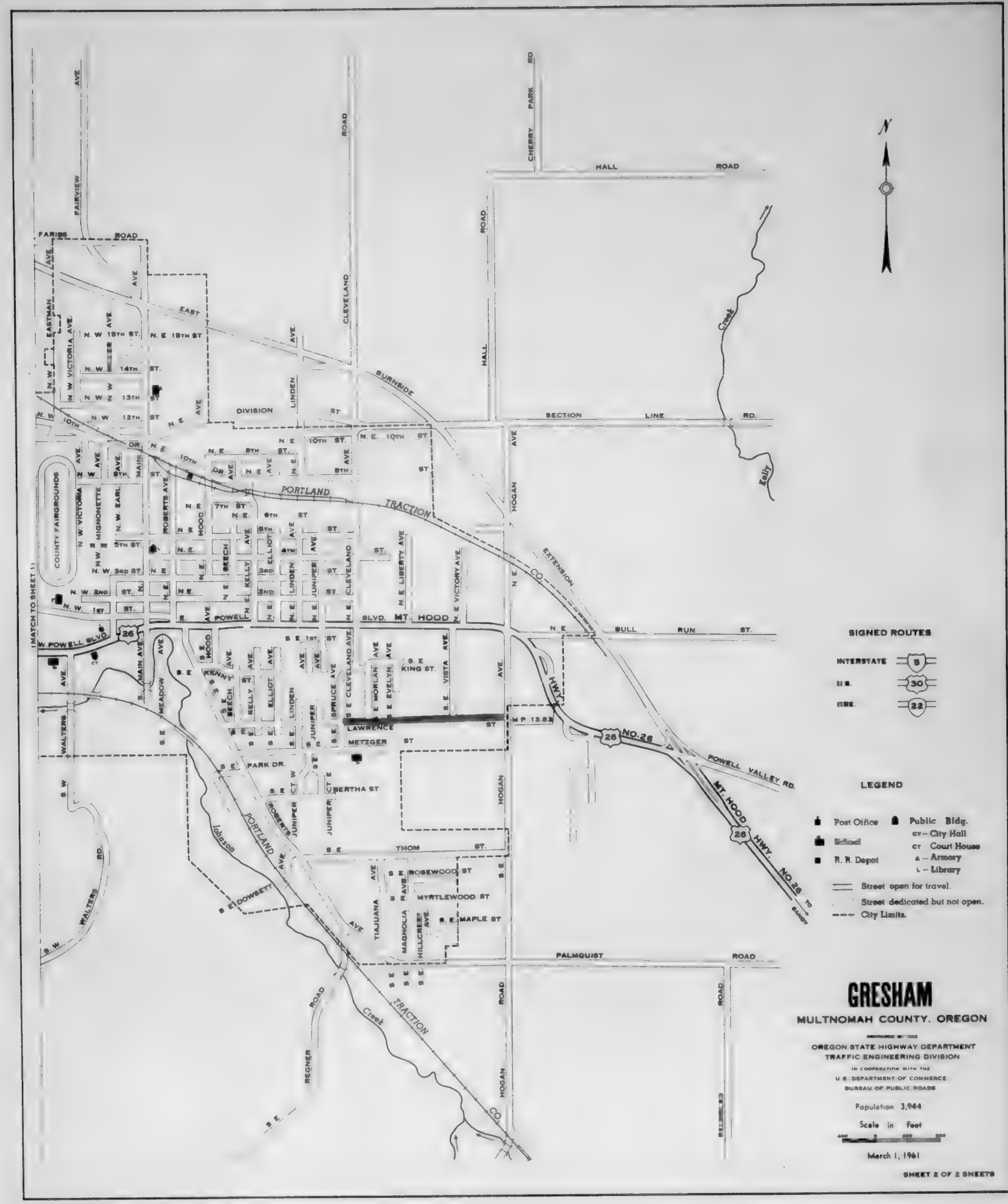
All construction called for above shall be performed within the curbed section except for sidewalks, driveways, and connections to existing intersecting streets.

General remarks:

By____________________
Mayor

By____________________
City Manager

By____________________
City Engineer



GRESHAM

MULTNOMAH COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,944

Scale in Feet

March 1, 1961

SHEET 2 OF 2 SHEETS

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section S.E. LAWRENCE STREET Highway CITY OF GRESHAM County MULTNOMAH Profile

Res. Engr. Approx. Length of Project 0.3 Miles. From S.E. Cleveland Ave to S.E. Hogan Ave. Date 8-21-62

TYPICAL SECTIONS Traffic Classif. - MEDIUM

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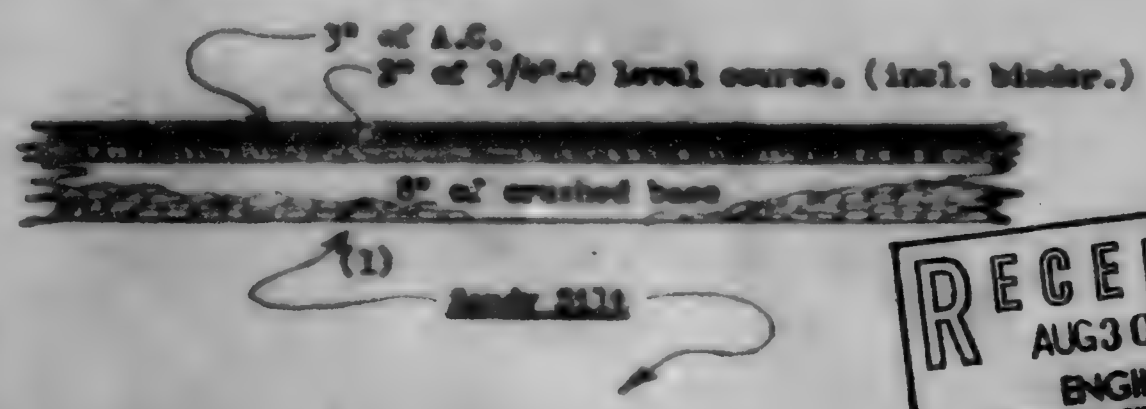
ENGINEER
COUNTY & CITY RELATIONS



(1)

Typical Soil
30 LL
6 PI
96 % PRDO
(No reduction)
1 % Gravel
3 % Coarse Sand
11 % Fine Sand
68 % Silt
17 % Clay
21 "R" Value (Corrected)
AASHO Classif. - A-4 (8)

NOTE:
Soil Survey and Recommended Surfacing Thickness completed at the request of H.C. Ayers, County - City.

Required Base & Surf.		Designed Base & Surf.		
Crushed	Not Crushed	Exist. Surf. Alloc.	New Work	
			3	A.C.
			2	Level
			8	Cr. Base
13			13	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material sources to be determined by the Engineer. PAVING TYPE - CITY PREFERENCE.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer

Submitted by
Soils Engineer

Recommended by

Recommended by

Approved

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

August 10, 1962

Mrs. Ruth Hillis
City Recorder
City Hall
Gresham, Oregon

Dear Mrs. Hillis:

On August 3, 1962, I contacted Mr. Stafford Dowsett regarding the City's resolution No. 239 in which the City has requested State aid in the reconstruction of SE Lawrence Street from the east line of SE Spruce Avenue to SE Hogan Road, and advised that I would make a preliminary estimate for this proposed reconstruction and advise the City of the anticipated costs.

I have checked with our Cost Analysis and Soils Divisions and have made an estimate of $59,000. As you know from previous projects, the City is to pay all costs in excess of $20,000.

If the City Council decides to proceed with this project will you please have the City Engineer complete the enclosed "Project Data" form and return one copy to this office for our guidance in preparing this project for approval of the Highway Commission. Also, please furnish a resolution setting forth that the City is willing and able to pay all costs in excess of $20,000.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm
Encl.

City of Gresham

CITY HALL • 150 WEST POWELL BOULEVARD • GRESHAM, OREGON • MOhawk 5-3144

August 9, 1962

Mr. H. C. Ayers
State Highway Dept.
403 Highway Bldg.
Salem, Oregon

Dear Mr. Ayers:

The City of Gresham is prepared to complete the paving and curbing of S. E. Lawrence Avenue from S. E. Spruce, east to Hogan Road, approximately 1900 ft., during the year of 1963.

The City will comply with the provisions of Ors. 366.805 for state assistance.

Very truly yours,

CITY OF GRESHAM

Stafford A. Dowsett
Chairman, Street Committee
S A Dowsett

mp

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AUG 13 1962
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION #239

6-21-62

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Gresham is an incorporated city of the State of Oregon and has a population of 3944 as given by the latest official census; and

WHEREAS, the following streets of said city, S. E. Laurence St. from the east line of S. E. Spruce to S. E. Hogan Road

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

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COUNTY & CITY RELATIONS

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Gresham does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Stafford Dowsett as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of June, 1962.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

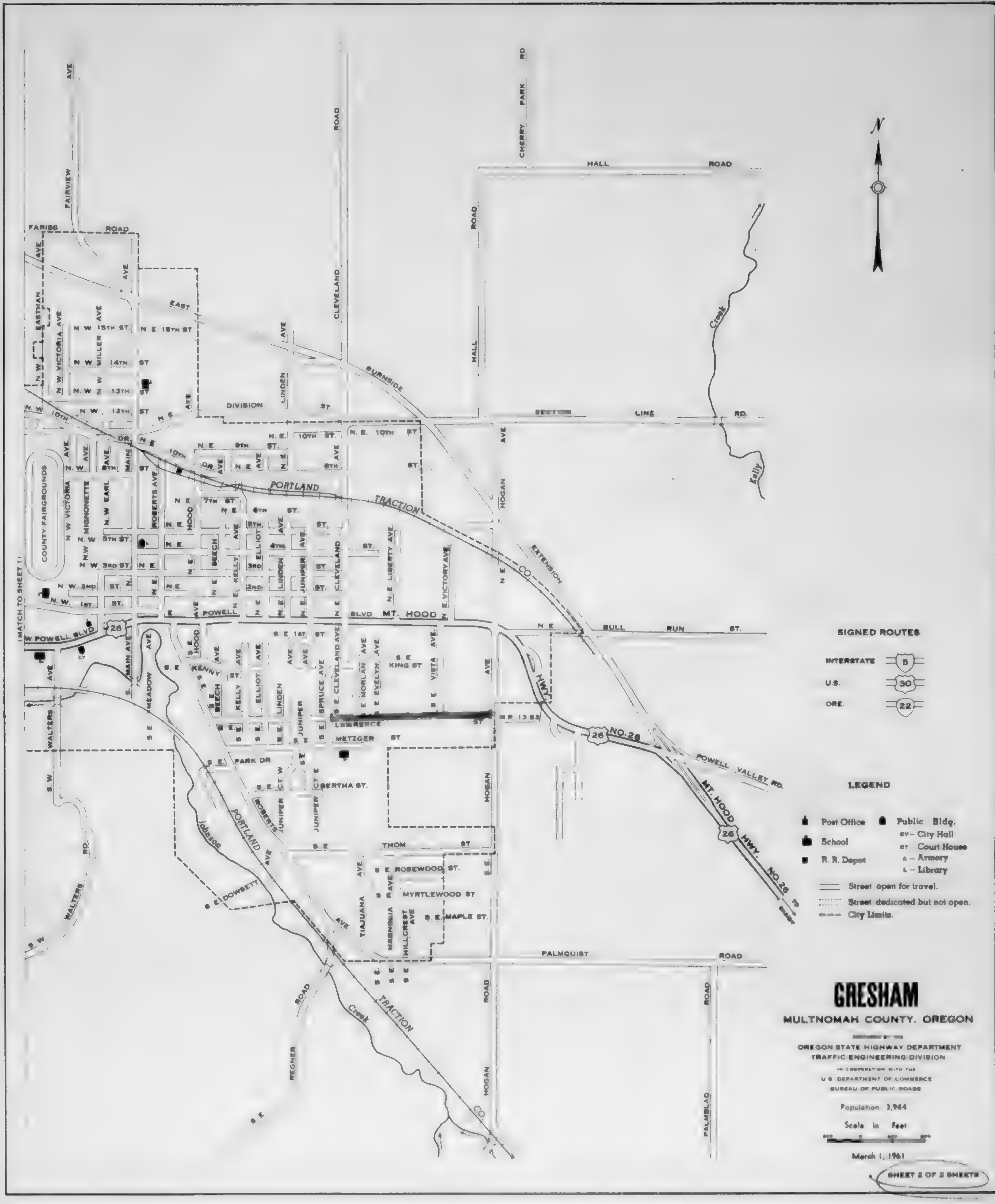
---- ------------- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Gresham at a regular ~~or special~~ meeting of said Council, held on the 20th day of June, 1962, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of June, 1962.

Ruth Hillis
City Recorder

cc-50 (1959 Rev.)



GRESHAM

MULTNOMAH COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,944

S-508(1) Tualatin Valley Hwy.-Farmington 1963
Rd. Sec., FAS 630 in vic. of Beaver-
#6294 ton (Grad. & Pav.)

C4A 2610

Form E-321—3M— A.E. Johnson ✓

Final Estimate Release

STATE OF OREGON—HIGHWAY DEPARTMENT 6-Final

Job Tualatin Valley Hwy.-Farmington Road County Washington

Type of Work Grading & Paving

Contractor Gary Baker Contractor

Date 6-17-63 Prefix 534-1026 FAP S-508(1) Contract No. 6294

Specified Number of Workdays 70 Work Days Used 63

Additional Workdays Approved - Date of Approval -

Accepted by Commission 12-31-63 Work Completed 12-16-63

Release by Accounting Division 3-20-64 Date of Final Voucher 3-12-64

Unit Prices Checked with Contract 3-13-64 Checked with Cost Books 3-20-64

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	76,540.75	Paid Contractor	68,183.65		
Anticipated Items	300.00	Final Estimate	4,036.74		
Subsequent Authorizations	-	Total	72,220.39		
Contingency Allowance	4,004.58	Add for Deductions	-		
Contract Cost	80,845.33	Contract Cost	72,220.39		
Engineering	7,119.26	Engineering	8,928.02	Engineering	-
State Force	12,150.00	State Force	1,526.27	State Force	11,000.00
Total	100,114.59	Total	82,674.68	Total	11,000.00
		Sale/Transf. Cr.	-		
Total Original Authorization	100,114.59	Expended to Date	82,674.68	Anticipated Final Cost	93,674.68 - 6.43%

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		Anticipated Items		
EW-1	6-21-63	State's Share of Flagging (300)	300.00	33.91
SF-3-285	7-17-63	Reimburse S.P.R.R. Co. (11,000)	11,000.00	11,000.00
-	-	Adjust Western Union (800)	-	-
-	-	Signing (350)	-	-
		Contingency Items		
SF-1-276	6-26-63	Install Part Time Restriction Signs	1,500.00	1,526.27
EW-2	8-1-63	Exc. & Dispose of Unsuitable Material	1,000.00	537.71
PA-1	8-1-63	Pit Run Backfill	1,182.50	705.20
PA-2	8-23-63	Reconstruct Manhole	150.00	150.00
PA-3	10-6-63	Delete Binder Course, Items 25 & 26	-1,406.25	-1,406.25

Date Prefix

Specified Number of Workdays	70	Work Days Used	63
Additional Workdays Approved	-	Date of Approval	-
Accepted by Commission	12-31-63	Work Completed	12-16-63
Release by Accounting Division	3-20-64	Date of Final Voucher	3-12-64
Unit Prices Checked with Contract	3-13-64	Checked with Cost Books	3-20-64

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	76,540.75	Paid Contractor	68,183.65		
Anticipated Items	300.00	Final Estimate	4,036.74		
Subsequent Authorizations	-	Total	72,220.39		
Contingency Allowance	4,004.58	Add for Deductions	-		
Contract Cost	80,845.33	Contract Cost	72,220.39		
Engineering	7,119.26	Engineering	8,928.02	Engineering	-
State Force	12,150.00	State Force	1,526.27	State Force	11,000.00
Total	100,114.59	Total	82,674.68	Total	11,000.00
		Sale/Transf. Cr.	-		
Total Original Authorization	100,114.59	Expended to Date	82,674.68	Anticipated Final Cost	93,674.68 - 6.43%

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		Anticipated Items		
EW-1	6-21-63	State's Share of Flagging (300)	300.00	33.91
SF-3-285	7-17-63	Reimburse S.P.R.R. Co. (11,000)	11,000.00	11,000.00
-	-	Adjust Western Union (800)	-	-
-	-	Signing (350)	-	-
		Contingency Items		
SF-1-276	6-26-63	Install Part Time Restriction Signs	1,500.00	1,526.27
EW-2	8-1-63	Exc. & Dispose of Unsuitable Material	1,000.00	537.71
PA-1	8-1-63	Pit Run Backfill	1,182.50	705.20
PA-2	8-23-63	Reconstruct Manhole	150.00	150.00
PA-3	10-6-63	Delete Binder Course, Items 25 & 26	-1,406.25	-1,406.25

Office Engineer L. H. Young Date 3-20, 1964

Bridge Engineer Date , 19

Deputy or ~~Assistant~~ State Highway Engineer Date 3-23, 1964

State Printing

RECEIVED
MAR 13 1964

March 13, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On January 2, 1964, we wrote to you concerning release of final payment on contract #6294, awarded to Gary Baker, Contractor, for grading-paving the Tualatin Valley Highway-Farmington Road Section of FAS 630 (SW 145th Avenue) in Washington County.

Final payment on this contract is $4,036.74 and the total contract amount is $72,220.39, including $571.62 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Gary Baker, Contractor
2030 East Main
Hillsboro, Oregon

cc: C. H. Maison
Attn.: John Herr

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 18, 1964

Section Tualatin Valley Highway-Farmington Road

Kind of work Grading & Paving

Highway S.W. 145th Ave. County Washington

Section prefix 534 - 1026

Contractor Gary Baker

Contract number 6294

Date of contract June 17, 1963

Specified work days 70

Date work started June 24, 1963

Work days used 63

Project authorization $100,114.59

Exclusive of engineering $92,995.33

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $84,889.20

Estimated per cent ~~overrun~~ or underrun 8.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $7,119.26

Engineering cost to date $9,000, 126.4 %

Date project was completed December 16, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office worked on semifinal estimate all week. The semifinal was completed on Friday morning and the estimate delivered to the Division Office Friday afternoon.

""F * I * N * I""

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 20 1964

Signed
James W. Cochell

Address P.O. Box 282, Beaverton, Oregon 97005

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

EIVED
JAN 16 1964
FOR FILING

Salem, Oregon
January 16, 1964

F. D. Morgan
Construction Engineer

BUILDING

We advised the Southern Pacific Railroad by letter of December 20, 1963 that contract work was completed on the Tualatin Valley Highway to Farmington Road Section, Contract No. 6294. In response, they have sent us a letter which sets forth certain uncompleted work at the railroad crossing.

Will you please look into this and if the responsibility is ours, have the work taken care of.

L. H. Young
Office Engineer

LHY:mb

cc: T. Litchfield
D. Parkes

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

January 14, 1964

GMO 87701

Mr. L. H. Young,
Office Engineer
Oregon State Hwy. Dept.
Salem 10, Oregon

Dear Sir:

Acknowledge your letter of Dec. 20, 1963, advising that work on the Tualatin Valley Highway-Farmington Road Section in Washington County, State Highway Contract #6294 was completed Dec. 16, 1963.

Inspection of this crossing discloses that all work has not been completed as some temporary measures were used to fill between rails and on the easterly side of the grade crossing, which will have to be removed and our creosoted planking installed between rails and for a distance of two ft. outside thereof and the extra crushed rock replaced with AC pavement.

At present there is a temporary barricade restricting use of this area, which apparently was placed there by State Hwy. Dept.

The original application from Washington County was for a 50 ft. wide roadway between curbs; however, this street was constructed to a 64 ft. width between curbs, causing our grade crossing to be on a skewed angle to be shorter than the required width to permit the turning radius onto the State Highway, and it is necessary that we obtain additional material to widen the crossing to enable the State Hwy. Dept. to complete the paving.

Yours truly,

AWKilborn

RECEIVED
JAN 16 1964
OFFICE ENGINEERING
DIVISION

RECEIVED
JAN 2 1964

FOR FILING

December 31, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed December 16 on Contract No. 6214. The contract was with Gary Baker Contractor and was for grading and paving on the Tualatin Valley Highway-Farmington Road Section, FAS 630 (S. W. 145th Avenue), in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1963, and that you concur in this procedure at the Commission meeting on January 30.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

Monthly transaction number S-508(1) 12-22	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
	MODIFICATION OF FEDERAL-AID	County **Washington**
Project report number **7**	**PROJECT AGREEMENT** 11-26-63	Project number **S-508(1)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 17**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project $ **97,792.00**

Revised Federal funds $ **61,000.00**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **26** day of **November**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

SISTANT **State Highway Engineer**
(Title)

By __________

____
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **A. W. Parsons**
Division Engineer

L.R. Backlund

By: **L. R. Backlund, Administrative Mgr.**

USComm-DC 11170

Oregon State Highway Department

Federal Aid Secondary
Project No. S-508(1)

TUALATIN VALLEY HIGHWAY-FARMINGTON ROAD

SECTION OF FAS 630 IN WASHINGTON COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1963

Type Code 6201
Roadway (Station 0+32 to Station 13+63)(Contract 6294)

Clearing and Grubbing	All	Required		$ 400.00
Drainage Excavation, Unclassified	1,570	cu.yds.	$ 3.00	4,710.00
General Excavation, Unclassified	6,200	cu.yds.	0.94	5,828.00
Finishing Roadbed and Slopes	0.25	mile	800.00	200.00
12-inch Corrugated Steel Pipe	200	lin.ft.	3.90	780.00
18-inch Corrugated Steel Pipe, Protected Invert	46	lin.ft.	6.90	317.40
18-inch Corrugated Steel Pipe, 12 Gage, Protected Invert	20	lin.ft.	48.00	960.00
8-inch Sewer Pipe	300	lin.ft.	2.60	780.00
10-inch Sewer Pipe	52	lin.ft.	3.90	202.80
12-inch Sewer Pipe	570	lin.ft.	4.40	2,508.00
15-inch Sewer Pipe	830	lin.ft.	4.95	4,108.50
18-inch Sewer Pipe	430	lin.ft.	5.50	2,365.00
21-inch Sewer Pipe	750	lin.ft.	6.10	4,575.00
Extra for Pipe under Pavement	80	lin.ft.	7.00	560.00
6-inch Perforated Metal Drain Pipe	200	lin.ft.	2.40	480.00
Special Backfill in Drains	24	cu.yds.	6.00	144.00
Concrete Manholes	10	only	320.00	3,200.00
Concrete Inlets, Type "D"	4	only	88.00	352.00
Concrete Inlets, Type "CG"	11	only	95.00	1,045.00
Concrete Curbs	84	cu.yds.	38.00	3,192.00
Coarse Crushed Material in Base	7,400	cu.yds.	2.84	21,016.00
3/4" - 0 Material in Base	870	cu.yds.	2.94	2,557.80
Sprinkling	200	M-gals.	3.00	600.00
Preparation of Base	0.25	mile	800.00	200.00
3/4" - 0 Material in Binder Course	85	cu.yds.	5.25	446.25
RC-250 Asphalt	16	tons	60.00	960.00
Class "B" Asphaltic Concrete	2,140	tons	6.50	13,910.00
Asphaltic Concrete Traffic Markers, Type "B"	130	lin.ft.	1.10	143.00
				$ 76,540.75

Flagging (57½% of Contractor's Cost)	All Required	$	300.00
Signing	All Required		350.00
Flashing No Right Turn and No Left Turn Signals	All Required		1,500.00
		$	2,150.00

Utilities

Work by Western Union Co.	All Required	$	800.00
Work by Southern Pacific Co.	All Required		9,412.00
		$	10,212.00
	Subtotal	$	88,902.75
	10% Engr. & Cont.		8,889.25
	Total	$	97,792.00

Length of Roadway . . . . 0.252 Mile
Cost of Roadway Per Mile. $388,063.49

Federal Funds	$	61,000.00
State Funds		18,396.00
County Funds.		18,396.00
	$	97,792.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

TUALATIN VALLEY HWY.-FARMINGTON ROAD SECTION

PROJECT NO. S-508(1)

Estimated cost of work by Southern Pacific Company

Furnish and Install Flashing Light Signals	All Required	$7,550.00
Prepare Track and Change Rail	All Required	661.00
Install Gum Plank Crossing	All Required	752.00
Freight		55.00
Material Handling		48.00
Vacation Allowance		43.00
Holiday Pay		17.00
Health and Welfare		48.00
R.R. Ret. and Unemployment Tax		101.00
PL, PD and WC Insurance		37.00
Accounting and Billing		108.00
Contingencies		225.00
Salvage Credit		233.00 Credit
		$9,412.00

RECEIVED
JUL 22 1963
FOR FILING

x 1216

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 7-62	FOR R-2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Washington
PROJECT REPORT NO. 4 (1)		PROJECT NO. S-508(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Tualatin Valley Hwy. S. 0.3 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	0.252
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 87,439.00	$ 55,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L. R. Backlund
By L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 17, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid Secondary
Project No. S-500(1)

TUALATIN VALLEY HIGHWAY-FARMINGTON ROAD SECTION OF FAS 630 IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 26, 1963

Type Code 6201
Roadway (Station 0+32 to Sta. 13+63)(Contract 6294)

Clearing and Grubbing	All	Required		$ 400.00
Drainage Excavation Unclassified	1,570	cu.yds.	$ 3.00	4,710.00
General Excavation Unclassified	6,200	cu.yds.	0.94	5,828.00
Finishing Roadbed and Slopes	0.25	mile	800.00	200.00
12-inch Corrugated Steel Pipe	200	lin.ft.	3.90	780.00
18-inch Corrugated Steel Pipe, Protected Invert	46	lin.ft.	6.90	317.40
18-inch Corrugated Steel Pipe, 12 gage, Protected Invert	20	lin.ft.	48.00	960.00
8-inch Sewer Pipe	300	lin.ft.	2.60	780.00
10-inch Sewer Pipe	52	lin.ft.	3.90	202.80
12-inch Sewer Pipe	570	lin.ft.	4.40	2,508.00
15-inch Sewer Pipe	830	lin.ft.	4.95	4,108.50
18-inch Sewer Pipe	430	lin.ft.	5.50	2,365.00
21-inch Sewer Pipe	750	lin.ft.	6.10	4,575.00
Extra for Pipe Under Pavement	80	lin.ft.	7.00	560.00
6-inch Perforated Metal Drain Pipe	200	lin.ft.	2.40	480.00
Special Backfill in Drains	24	cu.yds.	6.00	144.00
Concrete Manholes	10	only	320.00	3,200.00
Concrete Inlets, Type "D"	4	only	88.00	352.00
Concrete Inlets, Type "CG"	11	only	95.00	1,045.00
Concrete Curbs	84	cu.yds.	38.00	3,192.00
Coarse Crushed Material in Base	7,400	cu.yds.	2.84	21,016.00
3/4"-0 Material in Base	870	cu.yds.	2.94	2,557.80
Sprinkling	200	M-Gal.	3.00	600.00
Preparation of Base	0.25	mile	800.00	200.00
3/4"-0 Material in Binder Course	85	cu.yds.	5.25	446.25
RC-250 Asphalt	16	tons	60.00	960.00
Class "B" Asphaltic Concrete	2,140	tons	6.50	13,910.00
Asphaltic Concrete Traffic Markers, Type "B"	130	lin.ft.	1.10	143.00
				$76,540.75

Flagging (57½% of Contractor's Cost)	All Required	$ 300.00
Signing	All Required	350.00
Flashing No Right Turn and No Left Turn Signals	All Required	1,500.00
		$ 2,150.00

Utilities	
Work by Western Union Co.	$ 800.00

Subtotal	$79,490.75
10% Engr.& Cont.	7,948.25
Total	$87,439.00

Length of Roadway - - - - - - - - - - - - - - - - -0.252 mile
Cost of Roadway per Mile- - - - - - - - - - - - - -$346,980.15

Federal Funds	$55,000.00
State Funds	16,219.50
County Funds	16,219.50
	$87,439.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

WORK RETAINED IN P. S. & E. STATUS

Description	Total Cost	Federal Funds	State Funds	County Funds
Work by Southern Pacific Co.	$12,100.00	$7,600.00	$2,250.00	$2,250.00

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 87701
O-PD-Was-62-14

October 2, 1963

Mr. Forrest Cooper
State Highway Department
State of Oregon
Salem 10, Oregon

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of June 26 relative to contract awarded to Gary Baker in connection with Tualatin Valley Highway-Farmington Road Section of FAS-630, Washington County; more particularly the construction of the grade crossing at S. W. 145th Avenue, Beaverton.

Attached for your record are plans and copy of Special Provisions which have been approved by our Asst. Chief Engineer, R. C. Nissen. Please verify that this project has been approved by the Bureau of Public Roads and that all recollectible work may be performed in connection with this project.

Yours truly,

A W Kilborn

CONSTRUCTION DIVISION
OCT 1963

RECEIVED
OCT - 4 1963
OREGON
STATE HIGHWAY COMMISSION

COPIES TO:
RL PORTER
L P. SHAW
L H YOUNG
C H MAISON
A E JOHNSON
J E COCHELL
JACK HESLA (PLANS & SPECS IN MY FILES)
10-8-63
I
I

RECEIVED
JUL 24 1963

FORM E-30X—50M—10-62 46823

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1963

SUBJECT: **Tualatin Valley Hwy-Farmington Rd.**
FAS 630
Washington County
Contract No: 6294

To: **Mr. A. E. Johnson**
Division Engineer
Portland 2, Oregon

You will recall our recent inspection of the contractor's (Gary Baker) proposed source of surfacing and base materials for the subject project. This inspection, on July 15, was at the request of Gary Baker who accompanied us.

It was our decision that quality rock predominated in the quarry, and that objectionable material could be eliminated by scalping and washing. Mr. Baker's plant is equipped to scalp and wash.

A sample of the finished product was taken for laboratory determination of PI and LL. The results of this test show zero PI and 27 LL. The lab reports for material from this source going to recent jobs in the vicinity of Sylvan and the Portland Zoo were also examined and found to be substantially in conformance with required specifications.

On the basis of the above we are convinced a satisfactory product for the purpose intended on the project can be produced from this source. As previously discussed, the contractor should be advised that acceptance will be on the quality of the finished product, with control being on gradation, liquid limit, and plasticity requirements.

F. D. Morgan
Construction Engineer

by

G. L. Decker
G. L. Decker
Ass't Construction Engineer

NOTED
R. L PORTER

GLD:db
cc: R. L. Porter
G. W. Harra

RECEIVED
JUL 1 1 1963

FOR FILING

S 508(1)
6294

June 17, 1963

Gary Baker Contractor
2030 E. Main Street
Hillsboro, Oregon

Gentlemen:

The State Highway Commission on June 13, 1963, accepted your proposal for grading and paving the Tualatin Valley Highway-Farmington Road Section of FAS 630, Washington County, for the sum of $76,540.75 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6294.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

RECEIVED
JUN 25 1963
FOR FILING

6294

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1963

SUBJECT: Advance Deposit
FAS 630, Washington County

To: Mr. C. H. Maison
OFFICE

Attention: Mr. John Herr

Attached is Washington County's advance deposit in the amount of $20,000 which represents the county's share in the esti ated cost for construction of the Tualatin Valley Highway-Farmington Road Section of FAS 630.

This project is now clear for award of contract.

John D. Graham
County & City Office Engineer

JDG:mm
Att.

cc: Lloyd Shaw
L. H. Young

NOTED
LLOYD P. SHAW

RECEIVED
JUN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1963

FORM E-30X—50M—10-62 46823

FOR FILING

[illegible]

6-94

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 12, 1963

SUBJECT: Proposed Sign Installations
Tualatin Valley Hwy. at SW 145th Avenue
Washington County

To:

L. E. George
Sign Engineer
HIGHWAY SHOPS

There are attached three copies of a plan showing the installation of part-time restriction signs at the above intersection. The controls for these signs shall be interconnected with the railroad crossing signals which will be installed by the Southern Pacific Company. The purpose of the signs is to prohibit left and right turns into SW 145th Avenue and to force all traffic leaving 145th Avenue to make a right turn only during the time when a traffic circuit is actuated. These signs are contained in the PUC order authorizing a grade crossing.

Will you please care for the installation of the signs, co-ordinating your work with the construction contract. The cost which is estimated to be $1,500, should be charged to the Construction Contract, which is the Tualatin Valley Highway or Farmington Road Section (FAS-630) Grading and Paving.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: Tom Edwards
Frank Morgan
A. E. Johnson
T. W. Litchfield
R. D. Conklin

NOTED
TOM EDWARDS

RECEIVED
[illegible] 1963
[illegible]

RECEIVED
MAY 28 1963

FOR FILING

[illegible] (1)
[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
May 22, 1963

Cooperative Construction Agreement
Tualatin Valley-Farmington Road Section
S-508(1), FAS 630
Washington County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Don N. Harwell
Mapping & Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Washington County covering the Tualatin Valley-Farmington Road Section of FAS 630 in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Washington County Court.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

S-175(5) Spray Br. over John Day R. on
Spray-Waterman Hwy.
46295 1963

RECEIVED
JAN 14 1964
~~FOR FILING~~

January 13, 1964

Standard Accident Insurance Co.,
Portland Branch Office
620 Oregon Bank Bldg.,
Portland 4, Oregon

Gentlemen:

On December 3, 1963, we wrote to you concerning release of final payment on contract #6295, awarded to Schrader Const. Co. Inc., for construction of the Spray Bridge on the Spray-Waterman Road (FAS 318) in Wheeler County.

Final payment on this contract is $5,024.04 and the total contract amount is $125,879.54. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
Dooly & Co.,
Board of Trade Bldg.,
Portland 4, Oregon

cc: Standard Accident Insurance Co.,
Detroit 32
Michigan

cc: Schrader Const. Co. Inc.,
7912 SE Powell Blvd.,
Portland 6, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
DEC 3 - 1963

FOR FILING

[illegible]

[illegible]

December 2, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 22 on Contract No. 6295. The contract was with Schrader Construction Company, Inc. and was for work on Spray Bridge on the Spray-Waterman Secondary Highway, No. 318, in Wheeler County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 2, 1963, and that you concur in this procedure at the Commission meeting on December 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

S.P. (5)
6295

November 29, 1963

Mr. A. W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Spray Bridge
Contract No. 6295
Federal Aid Project No. S-175(5)

Schrader Construction Company Inc., completed work on the above project on November 22, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc C. H. Maison
L. H. Young
D. B. Parkes
✓ Floyd Query

NOTED
FLOYD QUERY

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JUL 31 1963
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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO R-2 (RE -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Wheeler
PROJECT REPORT NO. 4		PROJECT NO. S-175(5)

Copy

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., John Day River, Spray Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-63	0.060
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 144,287.00	$ 90,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. E. Becklund
Administrative Manager

Date executed by Division Engineer July 24, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid
Project No. S-175(5)

SPRAY BRIDGE SECTION ON FAS ROUTE 318

IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 5, 1963

Type Code X081
Spray Bridge (Br. #9214)(Sta. 9+84 to Sta. 13+01.42)(Contract 6295)

Shoring, Cribbing Etc.	All Required		$ 20,000.00
Structural Excavation	750 cu.yd.	$ 12.00	9,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	12.00	1,200.00
Class "A" Concrete (690 cu.yd.)	All Required		58,650.00
Metal Reinforcement(109,186 lb.)	All Required		15,000.00
65' - 70' Type III Prestressed Beams	16 only	1,700.00	27,200.00
8-inch Metal Drain Pipe	20 lin.ft.	6.00	120.00
		Subtotal	$ 131,170.00
		10% Engr. and Cont.	13,117.00
		Total	$ 144,287.00

Length of Structure 0.060 Mile

Federal Funds	$ 90,900.00
State Funds	26,693.50
County Funds.	26,693.50
	$144,287.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap 529, laws 1939.

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JUL 19 1963
FOR FILING

6295

July 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Spray Bridge
Contract No. 6295
FAP No. S-175(5)

Dear Sir:

Schrader Construction Company, Inc. began work on the Spray Bridge on the Spray - Waterman Highway (FAS 318) in Wheeler County, Contract No. 6295, Federal-aid Project No. S-175(5), on July 15, 1963.

Very truly yours,
ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

dl
cc: ✓Floyd Query
D. B. Parkes
C. H. Maison
L. H. Young

NOTED
FLOYD QUERY

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JUL 12 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr. July 11, 1963
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Oregon Project S-175(5)
Proposed Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-175 Co. Rd., John Day River, Spray Bridge

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
JUL 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach.
7-22-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 12 1963
FOR FILING

FORM E-30X—80M—11-61—40231

6275

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1963

SUBJECT: Spray Bridge
FAS 318, Wheeler County

To: Mr. Ivan Merchant
OFFICE

A check for $29,500 for the advance deposit on the above contract has been received from Wheeler County. The contract is now clear for award.

Verne R. Jones
Verne R. Jones
County & City Planning Engineer

VRJ:mm

cc: Lloyd Shaw
L. H. Young

LLOYD P. SHAW

RECEIVED
JUL 3 1963
FFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
BRIDGE DIVISION
AM JUL 3 - 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

9

RECEIVED
JUL 11 1963

FOR FILING

[illegible]

6295

July 2, 1963

Schrader Construction Company, Inc.
7912 S. E. Powell Blvd.
Portland 6, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, accepted your proposal for construction of Spray Bridge over the John Day River on the Spray-Waterman Highway — [illegible] in Wheeler County for the sum of $131,170.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6295.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

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JUN 27 1963

FOR FILING

S 175(5)

6-395

June 27, 1963

Schrader Construction Co, Inc.
7912 S. E. Powell Blvd.
Portland 6, Oregon

Re: Spray Bridge over John Day River
Wheeler County
Bridge No. 9214

Gentlemen:

On June 4, the Highway Commission accepted your bid of $131,170.00 for this project and instructed me to award the contract to you as soon as certain financial arrangements were completed with Wheeler County. These financial arrangements have not been completed at this time. They should be completed early in July.

Since there is doubt that the arrangements will be completed within the 30-day hold time of your bid, I request your permission to hold your bid an additional 20 days, and award the contract to you as soon within that time as the financial arrangements with the County are completed.

If you approve of this request extension, please endorse one copy of this letter and return it to me as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

GAG:vt
cc: Co.-City Relations Divn.
Mr. I. D. Merchant

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MAY 28 1963
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2-175 [illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
May 23, 1963

Cooperative Construction Agreement
Spray Bridge Section
FAS 318
Wheeler County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don N. Harwell
Mapping-Records Engineer

Attached is a conformed copy of a cooperative construction agreement with Wheeler County covering the Spray Bridge Section of FAS 318 in Wheeler County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Wheeler County.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

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MAR 1 1963
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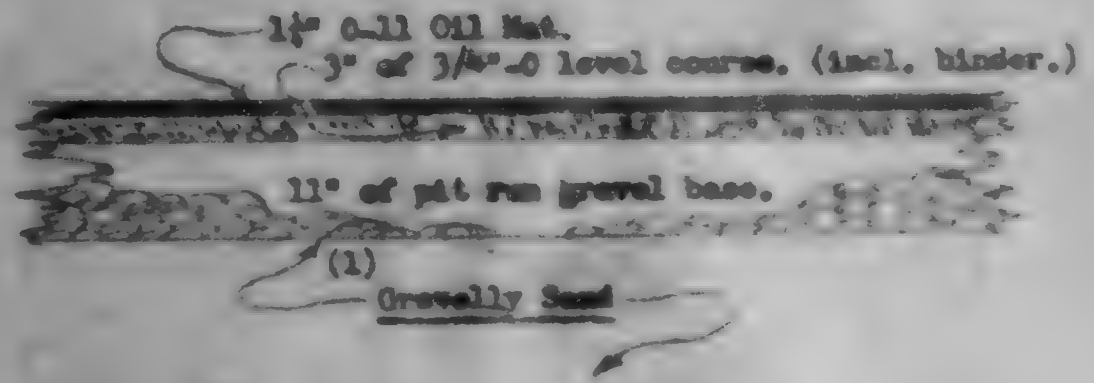
CONSTRUCTION DIV.
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section SPRAY BRIDGE Highway F.A.S. 318 County WHEELER

Res. Engr. ______ Length of Project ____ Miles. Sta. ______ to Sta. ______

Date 2-18-63

Frost Penetration - *30"± TYPICAL SECTIONS Traffic Classif. - Medium (Log and Lumber Trucks)



1½" 0-11 Oil Mat.
3" of 3/4"-0 level course. (incl. binder.)
11" of pit run gravel base.
(1)
Gravelly Sand

(1)
Typical Soil

18	LL
0	PI
17	% P200 (-40% Red.)
30	% Gravel
26	% Coarse Sand
27	% Fine Sand
15	% Silt
2	% Clay
71	"R" Value (Corrected)

AASHO Classif. - A-1-b (0)

Note:
The surfacing thickness has been increased to equal ½ the depth of reported frost penetration, as the Typical Soil is frost susceptible.
State participation is to prepare plans, specifications, and estimates. Wheeler County to construct approaches and connections. Project Base Design provided to assure ample subgrade width.

Required Base & Surf.		Designed			
Crushed	[illegible]	[illegible]	[illegible]		
			1½	O-L	
			3	Level	
			11	Pit Run Base	
	12½		15½		

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be provided by Wheeler County.											

B.P.R.
cc [illegible]

NOTED
LLOYD P. SH.

6

PAVEMENT TYPE SELECTION

SPRAY BRIDGE [illegible]
F.A.S. 318
WHEELER COUNTY
PREFIX 535-[illegible]

Principal Factors Governing Selection

1. Traffic Classification: MEDIUM Present ADT 70 1980 ADT 110 % Heavy Vehicles ____
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 30"± Annual Rainfall 11"±

4. Performance of Similar Pavements in Area: Good ____ Fair X Poor ____
Remarks: ____

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally oil mats

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County preference

13. Traffic Safety: Not a factor

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

Due to items 4 and 6, an O-11 oil mat wearing surface has been selected.

9-29-62

A

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6295

LOCATION PROSPECTUS
SPRAY BRIDGE SECTION
SPRAY-WATERMAN ROAD, FAS 318
WHEELER COUNTY

The following prospectus is submitted on the above-mentioned section of the Spray-Waterman Road (FAS 318), which is a county road on the Federal-aid Secondary System. The bridge site is located approximately 0.4 mile southwesterly of the intersection of the John Day Highway and Main Street in the town of Spray.

This will be a location survey to prepare plans, specifications and estimates for construction of a bridge on new alignment adjacent to the present bridge on the upstream side. The town of Spray will not be affected by this work.

The proposed structure, with a horizontal clearance of 26 feet, will be built on new alignment. The County will construct the bridge approaches. The old bridge will remain in place for use as a detour during construction.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed.

The existing 1961 ADT is 60 and the projected 1981 ADT is 100. The condition of the existing structure and its alignment warrants a new bridge. The recommended typical section for approaches is two 11-foot travel lanes with 4-foot shoulders.

This will be a two-lane county road with no control of access. There are no railroad crossings involved.

The tentative base design for construction by the County is:

Wearing Surface	1-1/4" 0-11 Oil Mat
Top Course Base	3 " Level
Bottom Course Base	11 " Coarse Base
Total Depth	15-1/4"

(Base design subject to change upon completion of soils investigation.)

Materials are available from local or County sources and are to be placed by the County.

NOTED
R. L. PORTER

Agreements will be required with Wheeler County.

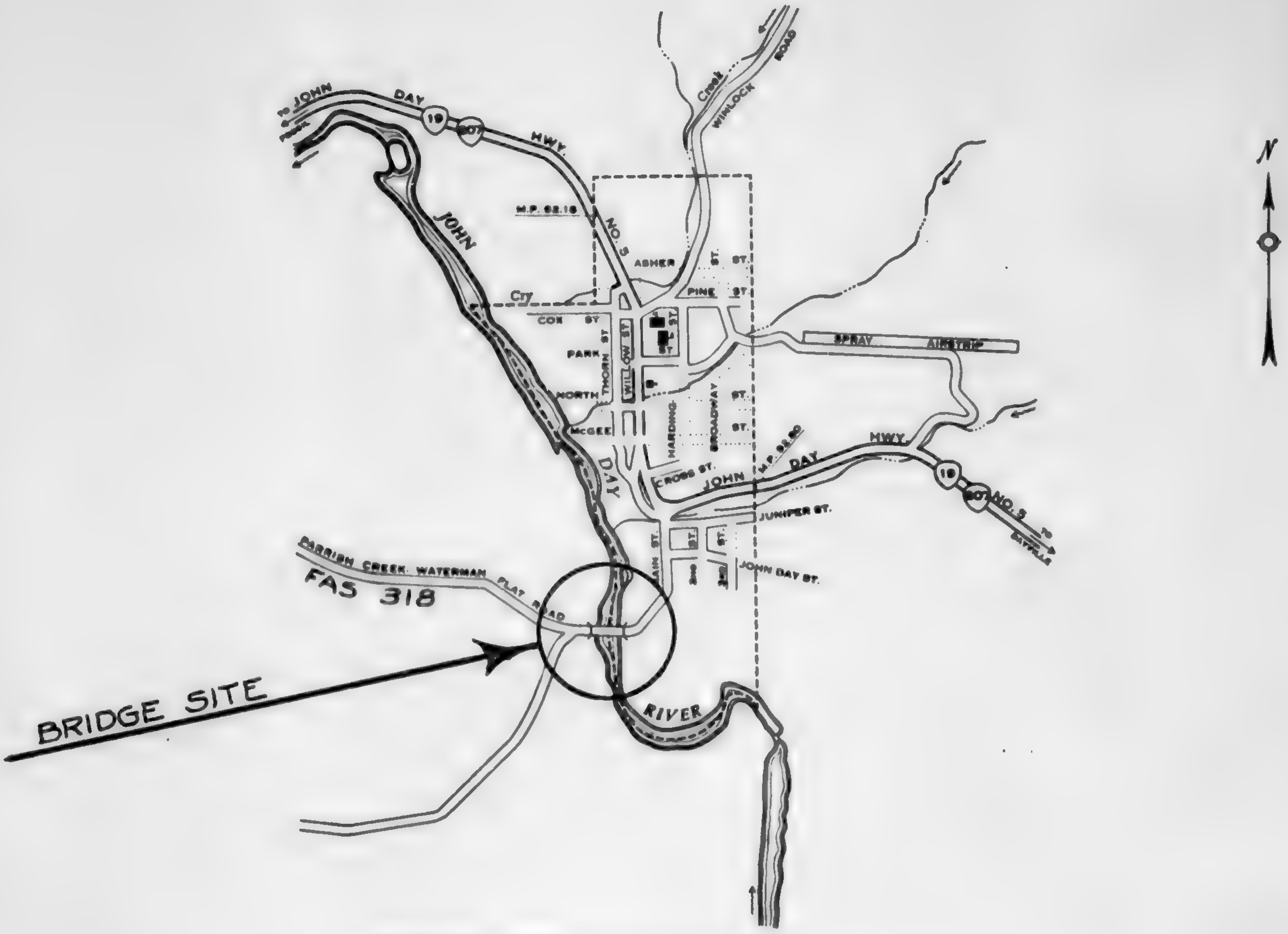
There are no State parks or roadside rest areas affected by this project.

August 29, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter✓
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
AUG 30 1962
OFFICE OF
[illegible] ENGINEER



PROSPECTUS MAP

SPRAY BRIDGE SEC.

FAS 318

WHEELER COUNTY

AUG. 23, 1962

310-1730 Sutherlin (Umpqua St.) Sec. 1963
of City St. (Grad. & Pav.)
#6296

[illegible] direct Feend 102

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6296 Prefix 310-1730 Survey Prefix 310-1484

Street Umpqua Street

City Sutherlin

Payments to Contractor	$17,540.23
Engineering and Contingencies..........................	1,809.61
Survey...	1,597.21
TOTAL............	$ 20,947.05
Agreed State Share	20,000.00
Agreed City Share	$ 947.05
City Advance Deposit	$ 1,965.00
REFUND DUE CITY	$ 1,017.95

Reference: Outside Billing cc 852

RU:mm

[illegible] 63

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
R. H. PRANCE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-[illegible]-6[illegible]	CC [illegible]		[illegible]

NOTED
R. M. ALLISON

RECEIVED
MAR 24 1964
ENGINEER
COUNTY & CITY DIVISION

INVOICE NUMBER

NOTED
F. B. A[illegible]

81217

City of Sutherlin
City Hall
Sutherlin, Oregon

Attn: [illegible] C. Stu[illegible]ert, City [illegible]

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NO
DON [illegible]

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment project on [illegible] Street. [illegible] at [illegible]. Covered by agreement dated 11-1-62. ([illegible] by Sec'y 5-2-63.)			
Advance Deposit			1,965.00
As per attached statement:			
Final Cost		20,947.05	
Agreed State Share		20,000.00	
Agreed City Share			947.05
To be refunded			1,017.95

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ____________

By ____________

A 150 (REVISED 7-60)

File

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
P. E. [illegible]

NOTED
R. H. PRANGE

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6006

Street Umpqua Street

City SUTHERLIN

Payments to contractor (See attached voucher for breakdown)	$17,540.23
Engineering and contingencies	1,809.61
Survey	1,597.21
TOTAL	$20,947.05
Agreed State Share	20,000.00
Agreed City Share	$ 947.05
City Deposit	1,965.00
REFUND DUE CITY	$ 1,017.95

Reference: Outside Billing cc-852

RMA:mm
3/20/64

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY Douglas

HIGHWAY City Street

SECTION Sutherlin (Umpqua St.)

PREFIX NO. 310-1730-204(41) 909.14 Dr.

CONTRACT NO. 6296

ESTIMATE NO. 5 Final

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	CLEARING AND GRUBBING		LUMP SUM	2500000	1000	25000	25000	
002	DRAINAGE EXCAVATION	UNCLASSIFIED	CU YDS	45000	139050	62573	62573	
003	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	24000	758000	181920	181920	
004	FINISHING ROADBED AND	SLOPES	MILE	30000000	60	18000	18000	
005	8-IN CORRUGATED STEEL	PIPE 16 GAGE	LIN FT	45000	38000	17100	17100	
006	18-IN CORRUGATED STEEL	PIPE 12 GAGE	LIN FT	77500	48000	37200	37200	
007	24-IN CORRUGATED STEEL	PIPE 12 GAGE	LIN FT	105000	24000	25200	25200	
008	8-INCH CONCRETE PIPE		LIN FT	37500	12000	4500	4500	
00	-IN REINFORCED CONCRETEPIPE		LIN FT	45000	19000	8550	8550	
010	18-INCH CONCRETE PIPE		LIN FT	55000	136000	74800	74800	
011	SALVAGING & REINSTALLING	SEWER PIPE	LIN FT	70000	102000	71400	71400	
012	SALVAGING & STOCKPILING	SEWER PIPE	LIN FT	38500	36000	13860	13860	
013	CLASS A CONCRETE	REINFORCED	CU YDS	750000	16200	121500	121500	
014	CONCRETE MANHOLES		ONLY	2750000	1000	27500	27500	
015	CONCRETE INLETS TYPE CG		ONLY	1750000	4000	70000	70000	
016	CONCRETE CURBS & GUTTERS		CU YDS	700000	31150	218050	218050	
017	COARSE CRUSHED MATERIAL	IN BASE	CU YDS	44500	709000	315505	315505	
018	3/4IN-0 MATERIAL IN BASE		CU YDS	49000	90000	44100	44100	
019	SPRINKLING		M-GALS	60000	32000	19200	19200	
020	PREPARATION OF BASE		MILE	20000000	60	12000	12000	
021	3/4IN-0 MATERIAL IN	BINDER COURSE	CU YDS	75000	10000	7500	7500	
022	RC-250 ASPHALT		TONS	900000	1860	16740	16740	
023	CLASS B ASPHALTIC	CONCRETE	TONS	117500	291340	342325	342325	
024	EXTRA FOR PAVING	DRIVEWAYS	EACH	650000	3000	19500	19500	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
DATE 01/ 7/64	TOTAL CONTRACT ITEMS	1754023	1754023	
CONTRACT NO. 6296				
PREVIOUS VOUCHER NO. 14697	0 % RETAINED ON CONTRACT ITEMS		909.14	909.14
CHECKED BY CP bc	FORCE ACCOUNT			
ENGINEER OR AUDITOR K. D. Limbocker	TOTAL PAYMENTS	17,540.23	16,631.09	909.14

RECEIVED
JAN 13 1964

6296

January 10, 1964

Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

Gentlemen:

On November 1, 1963, we wrote to you concerning release of final payment on contract #6296, awarded to Roseburg Paving Inc., for grading-paving Umpqua Street in Sutherlin, Douglas County.

Final payment on this contract is $909.14 and the total contract amount is $17,540.23. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Dwayne Buell Ins. Agency
P. O. Box 730
Roseburg, Oregon

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Roseburg Paving Inc.,
536 West Maple Street
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

FORM E-1 (REV. 5-69)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: Nov. 15
SECTION		SECTION PREFIX 310-1730
HIGHWAY City Street		COUNTY Douglas
NAME OF JOB Sutherlin (Umpqua St.)	KIND OF WORK Grading & Paving	
CONTRACTOR Roseburg Paving, Inc.	CONTRACT NUMBER 6296	FEDERAL AID PROJECT NUMBER none
DATE OF CONTRACT July 9, 1963	DATE WORK STARTED August 5, 1963	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 40	WORK DAYS USED 29
PROJECT AUTHORIZATION: 20,624.34	ENGINEERING AUTHORIZATION $1,466.62	PERCENT OF TIME ELAPSED 72.5
EXCLUSIVE OF ENGINEERING: 19,157.72	ENGINEERING COST TO DATE $1,722.59	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 17,540.23	PERCENT OF AUTHORIZATION 117.5 %	
ESTIMATED PERCENT: XXXXXX UNDERRUN 8.4% %	DATE PROJECT WAS COMPLETED: Sept. 13, 1963	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100		100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06		0.06	0.06
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.06	0.06		0.06	0.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	750 cy	791 cy		3 t	310 t
TOTAL QUANTITIES CORRECTED TO DATE	650 cy	791 cy		2.8 t	291 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	650 cy	791 cy		2.8 t	291 t
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cloudy		
TUESDAY	Cloudy		
WEDNESDAY	Showers		
THURSDAY	Showers		
FRIDAY	Showers		
SATURDAY			

NOTED
LLOYD P. SHAW

NOTED
JOHN R. OAKES

NOV 18 1963

GB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

Semi Final Submitted.

Final Report.

SIGNED

ADDRESS K. D. Limbocker P. O. Box 1128, Roseburg, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 3 1 1963
FOR FILING

October 30, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 13 on Contract No. 6296. The contract was with Roseburg Paving, Inc., and was for grading and paving on the Sutherlin City Street Section (Umpqua Street) in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 29, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
L. P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw hlb

RECEIVED
JUL 11 1963

FOR FILING

31-173-a

6296

July 9, 1963

Roseburg Paving, Inc.
536 Maple Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 10, 1963, accepted your proposal for grading and paving the Sutherlin (Umpqua Street) Section of city street, Douglas County, for the sum of $18,182.75 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6296.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 446
Phone 2856

RECEIVED
JUL - 2 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
Harold C. Ayers

NOTED
H. S. COX

June 28, 1963

Mr. H. C. Ayers
Field Engineer
Salem, Oregon

Dear Mr. Ayers:

The City Council at its June 27th Special Council Meeting approved payment to the State Highway Commission of $1,965.00; the amount over and above the $20,000 allocated by the State for street improvements on Umpqua from Central to First.

Under recommendation by the City Auditor the payment would come from the 1963-64 budget and the check made out to the State upon closure of the 1962-63 budget year.

The check I thought could be paid by the 4th, but cannot be made out till July 9th, the day after the final council meeting of the 1962-63 budget year.

A copy of the June 27th Meeting is enclosed to give proof of the Council's action and intent to make payment to the State on the 9th day of July, 1963.

Sorry for this delay.

not enclosed

Check received
7/9/63
H.C.A.

Respectfully,

George C. Stubbert
City Manager

GCS:sc

Encl.

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 446
Phone 2856

NOTED
Harold C. Ayers

June 11, 1963

NOTED
DON HARWELL

RECEIVED
JUN 12 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County & City Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

I have received notification of the outcome of the paving project, by special allotment, for Umpqua Street in Sutherlin, with the successful bidder being Roseburg Paving.

The City Council was still amazed at the final figure of $21,963.97 and the fact that the City must dig up $1,965.00 for the project.

There is no way the City can send the State Highway Commission a check for the $1,965.00 until after the 1st of July, which is the beginning of the new budget year.

If this is satisfactory to the State, the Council will pass on this motion - that the City pay the State from available funds at the July 8th, 1963 Regular Council Meeting.

Thanking you.

Respectfully,

George C. Stubbert

George C. Stubbert
City Manager

GCS:sc

RECEIVED
JUN 12 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
R. JONES

NOTED
DON HARWELL

NOTED
R. H. PRANGE

June 5, 1963

Mr. George C. Stubbert
City Manager
City Hall
Sutherlin, Oregon

Dear Mr. Stubbert:

On June 4, the State Highway Commission received one bid on the Special City Allotment project on Umpqua Street. Low bid was submitted by Roseburg Paving Company. The total anticipated cost, based on this bid, is as follows:

Contractor's bid	$18,182.75
State's share of flagging	150.00
Engineering & contingencies (12-1/2%)	2,291.59
Survey	1,339.63
Total Anticipated Cost	$21,963.97

As per the agreement between City and State, City is to pay all costs in excess of $20,000. As the contract cannot be awarded until the City's advance deposit is received, at your earliest convenience please transmit to this office a check in the amount of $1,965.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

H. C. Ayers
Field Engineer

Received
7/9/63 - H.C.A.

HCA:eb

RECEIVED
MAY 7 - 1963
FOR FILING

Div & Accts
Alloc
To Cities

Salem, Oregon
May 3, 1963

Special City Allotment Project
Umpqua Street
City of Sutherlin

Mr. H. S. Cox
County & City Engineer
Office

14

Attention: Mr. H. C. Ayers
County & City Field Engineer

Attached is a partially signed copy of an agreement with the City of Sutherlin covering the Special City Allotment project on Umpqua Street from Central Avenue to NE First Avenue in the City of Sutherlin.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Sutherlin.

Secretary

rn
Attach:

cc - Mr. Lloyd P. Shaw

RECEIVED
APR 30 1963
FOR FILING

April 29, 1963

Mr. Donald [illegible] Kelley
Attorney at Law
Post Office Box 225
Roseburg, Oregon

Dear Mr. Kelley:

Reference is made to your letter of April 4 regarding proposed street improvements in the City of Sutherlin.

The estimates previously furnished the City of Sutherlin were as follows:

The first estimate was $24,239.38 and covered parts of First Avenue and Umpqua Street. This estimate did not include concrete curbs and gutters which were requested by the City at a later date. It was discovered, during field work for the second estimate, that existing sewers in the area were very near the surface of the street and additional cost for their protection developed.

The second estimate was $37,874.93. This was a detailed estimate that included a completed street section on both First Avenue and Umpqua Street with curbs and gutters.

We have reviewed the second estimate and upon completion of our final design, we estimate improvement on Umpqua Street alone to be $21,000.

Mr. Harold C. Ayers, City and County Field Engineer, informed officials of the City of Sutherlin of the estimate by phone April 16, 1963. Mr. Ayers was assured that improvement of Umpqua Street was desired and that a formal request would be sent from the City of Sutherlin for this improvement. We have received a letter requesting the project on Umpqua Street and indicating the City's willingness to undertake financing of this project to a maximum of $21,000. This letter was dated April 17, under the signature of George C. Stubbert.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. R. Chandler

DLT:fp: ajw

PLEASE RETURN TO
LLOYD P. SHAW

KELLEY & GARRISON
LAWYERS
SUITE 205 DOUGLAS COUNTY STATE BANK BUILDING
MAILING ADDRESS: P. O. BOX 225
ROSEBURG, OREGON

DONALD S. KELLEY
THOMAS GARRISON

WILLIAM L. LASSWELL

TELEPHONE: ORCHARD 2-4441

April 4, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Forrest Cooper
City County Engineer
State Highway Department
Salem, Oregon

Re: City of Sutherlin 1962-63 grant
Umpqua Streetfrom Central Avenue to
First Avenue and First Avenue from
Umpqua Street to State Street

Dear Mr. Cooper:

The City of Sutherlin has asked that I write to you relative to their street improvement project for the fiscal year 1962-63, under which I understand the City has been allocated $20,000.00 for street improvement from the State Highway Special Fund. Due to lack of funds in the City of Sutherlin, as all other small cities of the state, they are unable to make proper street improvements to their streets and naturally when they are fortunate enough to get some state aid they would like to use it if at all possible. Reviewing the file in this matter it appears that when this grant was first made that it was intended to improve Umpqua Street from Central Avenue to First Avenue and First Avenue from Umpqua Street to State Street. (I am referring at this point to your letter of November 5, 1962, addressed to Mr. George C. Stubbert.) The file reflects there was a preliminary estimate made which would indicate that this work would be done for a cost of $24,300.00. Later, the City was given an estimate indicating that the work could be done for $37,874.93.

It is obvious that if the project is going to cost this much that the City could not participate as the City would have to raise $17,874.93 to pave this area and the same, of course, would not be feasible, either by the City paying the bill or assessing the property owners. In short, the cost is excessive from a practical point of view.

Mr. Stubbert has run an estimate in this which he feels the project could be constructed for the amount of $23,135.17. By this I do not mean to infer that the States figures are necessarily wrong but we have been furnished with two different estimates from the State, one for $24,239.38, a copy of which I am enclosing herewith, and the latter one for $37,874.93, a copy of which I am also enclosing. The City is not particularly interested in whose figures are right or what estimates are correct but primarily in obtaining the money for the improvement of the City of Sutherlin streets.

I would like to hear from you as to whether in your opinion the last estimate of $37,874.93 would be the approximate cost and if so, if the project could be cut in half to improve either Umpqua Street from Central Avenue to First Avenue or First Avenue from Umpqua Street to State Street. This in effect would cut the extimate in half and thus permit the City of Sutherlin to proceed with this much street improvement.

In short, the City of Sutherlin would like to participate in this state aid as they sorely need funds for street improvement. Could you please advise us what possible remedies could be reached to solve this problem so as to permit the City to participate in this program for this fiscal year and not have to lose the $20,000.00 grant.

Your prompt reply would be greatly appreciated.

Very truly yours,

KELLEY & GARRISON

Donald S. Kelley
City Attorney.

DSK:sc
Encls. - 2

RECEIVED
APR 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 1963
OREGON
STATE HIGHWAY COMMISSION

Sutherlin (1[redacted] Umpqua St.) Sec
Grading and Paving

4/19/63

Item No	Item	Quantity		Unit Price	Amount
1	Clearing and Grubbing	All Specified			$250-
2	Drainage Excavation, Unclassified	110	Cu Yds	4-	440-
3	General Excavation, Unclassified	750	" "	1.50	1125-
4	Finishing Roadbed and Slopes	0.06	Mile	2100-	126-
5	8-inch Corrugated Steel Pipe, 10 Gage	42	Lin. Ft.	2.75	115.50
6	13-inch Corrugated Steel Pipe, 12 Gage	52	" "	5-	260-
7	24-inch Corrugated Steel Pipe, 12 Gage	35	" "	6.50	227.50
8	8-inch Concrete Pipe	16	" "	2.50	40-
9	12-inch Reinforced Concrete Pipe	12	" "	3-	36-
10	13-inch Concrete Pipe	150	" "	4.50	675-
11	Salvaging and Reinstalling Sewer Pipe	100	" "	4-	400-
12	Salvaging and Stockpiling Sewer Pipe	65	" "	3-	195-
13	Class "A" Concrete	14	Cu Yds	70-	980-
14	Concrete Manholes	1	Only	300-	300
15	Concrete Inlets, Type CG	4	"	110-	440-
16	Concrete Curbs and Gutters	33	Cu Yds	70-	2310-
17	Coarse Crushed Material in Base	730	Cu. Yds	4.75	3467.50
18	3/4"-0 Material in Base	120	" "	5-	600-
19	Sprinkling	20	M-Gals	4-	80-
20	Preparation of Base	0.06	Mile	2920-	175.20
21	3/4"-0 Material in Binder Course	12	Cu Yds	6.50	78-
22	RC-250 Asphalt	3	Tons	75-	225-
23	Class "B" Asphaltic Concrete	310	"	15-	4650-
24	Extra For Paving Driveways	3	Only	30-	90-
					$17,285.70

Anticipated Items

Flagging (State Share)	150-
	$17,435.70
12½%	2,179.46
	$19,615.16
	340
	29955.16

RECEIVED
APR 22 1963
ENGINEER
COUNTY & CITY DIVISION

Sutherlin (1st Ave & Umpqua St.)

Grading and Paving

[illegible]

Item No.	Item	Quantity		[illegible] 2/[illegible]/63 Unit Price	Amount
1	Clearing and Grubbing	All	Specified		$\$500^{-}$
2	Drainage Excavation, Unclassified	170	cu. Yds	4^{-}	680
3	General Excavation, Unclassified	2110	" "	1^{50}	3165^{-}
4	Finishing Roadbed and Slopes	0.14	Mile.	1430^{-}	200^{20}
5	8-inch Corrugated Steel Pipe, 10 Gage	80	Lin. Ft.	2^{75}	220^{-}
6	18-inch Corrugated Steel Pipe, 12 Gage	55	" "	5^{-}	275^{-}
7	24-inch Corrugated Steel Pipe, 12 Gage	35	" "	6^{50}	227^{50}
8	8-inch Concrete Pipe	55	" "	2^{50}	137^{50}
9	12-inch Reinforced Concrete Pipe	240	" "	3^{-}	720^{-}
10	18-inch Concrete Pipe	190	" "	4^{50}	855^{-}
11	Salvaging and Reinstalling Sewer Pipe	100	" "	4^{00}	400^{-}
12	Salvaging and Stockpiling Sewer Pipe	65	" "	3^{-}	195^{-}
13	Class "A" Concrete	14	Cu. Yds.	70^{-}	980^{-}
14	Concrete Manholes	2	Only.	300^{-}	600^{-}
15	Concrete Inlets, Type G	1	"	100^{-}	100^{-}
16	Concrete Inlets, Type CG	7	"	110^{-}	770^{-}
17	Concrete Curbs and Gutters	80	Cu. Yds.	60^{-}	4800^{-}
18	Concrete Walks	9	sq. Yds.	7^{50}	67^{50}
19	Coarse Crushed Material in Base	1640	cu. Yds.	4^{75}	7790^{-}
20	3/4"-0 Material in Base	270	" "	5^{-}	1350^{-}
21	Sprinkling	50	M-Gals.	4^{-}	200^{-}
22	Preparation of Base	0.14	Mile.	1785^{-}	249^{90}
23	3/4"-0 Material in Binder Course	26	Cu. Yds.	6^{50}	169^{-}
24	RC-250 Asphalt	5	Tons.	65^{-}	325^{-}
25	Class "B" Asphaltic Concrete	690	"	12^{-}	8280^{-}
26	Extra For Paving Driveways	7.	Only.	30^{-}	210^{-}
					$\$33{,}466^{60}$
	Anticipated Items:				
	Flagging (State Share)				200
					$\$33{,}666^{60}$
				[illegible]	4208^{33}
					$\$37{,}874^{93}$

RECEIVED
FEB 21 1963
ENGINEER
COUNTY & CITY DIVISION

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 446
Phone 2856

February 13, 1963

H. C. Ayers
Field Engineer
Salem, Oregon

Dear Mr. Ayers:

I'm sorry for the delay in the reply concerning the increase of the estimate for the project on Umpqua and First Street under the Special City Allotment Act.

The first estimate covered four blocks at a cost of over \$ 40,000. The City was unable to provide the funds over and above the \$ 20,000 provided by the State. The City requested the project be divided in half, of which one Block on Umpqua and one Block on First be considered as the project area.

We received an estimate of \$ 24,000 for this project including curb and gutter from your office, however the field crew from Roseburg came up with a cost of \$ 39,000.

The City would like a copy of this estimate to see where the inflated costs exists.

If the State insists that the project must stand at \$ 39,000, then the City itself will be unable to participate.

If the project is for \$ 24,000 then the amount over the \$ 20,000 could be assessed against the properties.

I'm really in the dark of what to do next. Please let me know if the City is to have a project this year or not, and if we should apply for next years allocation or not.

The City would like to request that the project be cut to one Block this year if we are unable to obtain two Blocks for within the \$ 20,000 limit provided by O.R.S. # 366.805, and that the one Block be Umpqua from Central to 1st Avenue.

Very truly yours,

George C. Stubbert

George C. Stubbert
City Manager

RECEIVED
C 20 1962
FOR FILING

310-173-

6291

12-5-62

LOCATION PROSPECTUS
FIRST AVENUE AND UMPQUA STREET
CITY OF SUTHERLIN
DOUGLAS COUNTY

The following prospectus is submitted concerning the above-mentioned sections of First Avenue and Umpqua Street in the city of Sutherlin. Beginning at the intersection of State Street and First Avenue, thence easterly along First Avenue to the intersection of First Avenue and Umpqua Street, thence southerly along Umpqua Street to the intersection of Umpqua Street and Central Avenue. Overall length approximately 0.13 mile.

This will be a location survey to prepare plans, specifications and estimates for grading, drainage, paving and integral curbs and gutters on existing alignment. The project is to be constructed with 1963 Special City Allotment Funds.

The typical section will be a city street section with 42 feet between curbs. The contractor will construct the curbs and gutters as part of the project. The approved base design for construction is:

Paving	3-1/2" AC
Top Course Base	2 " Level
Bottom Course Base	12 " Coarse Base
Total Depth	17-1/2"

NOTED
FORREST COOPER

Sources of material will be determined during the survey.

The City of Sutherlin will make adjustments for water mains and all arrangements for required utility adjustments; however, storm sewer adjustments will be a part of the contract.

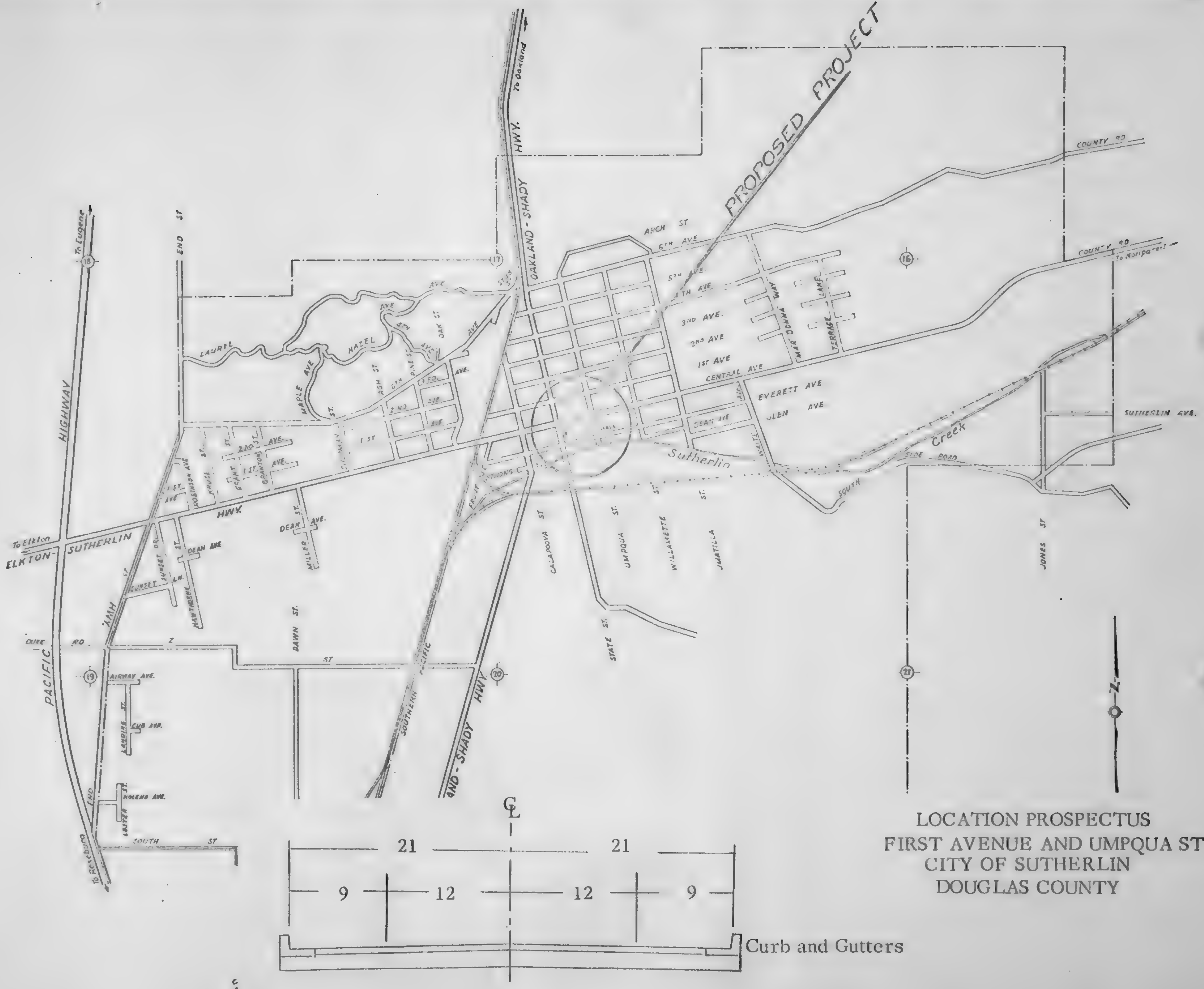
There are no railroad crossings or stream crossings.

Final agreements will be required with the City of Sutherlin.

December 5, 1962
Attachment
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
Carl Plog
Research Division
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
DEC 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

~~NOTED~~
~~FORREST COOPER~~



Typical Section

LOCATION PROSPECTUS
FIRST AVENUE AND UMPQUA ST.
CITY OF SUTHERLIN
DOUGLAS COUNTY

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 446
Phone 2856

November 28, 1962

H. C. Ayers
Field Engineer
State Highway Department
State of Oregon
Salem 10, Oregon

Dear Mr. Ayers,

Sorry for the delayed letter, however, I knew that our conversation in Portland on the 15th. provided you with the information on the City's activities pertaining to the Umpqua and First Street State and City paving project.

If it would be possible, I feel that the curbs and gutters should be part of the project and done under the same contract by one contractor. This would eliminate time between phases of the job, and the streets would not be tore up so long.

The City will assess the properties benefited for their part of the project and would pay the State the amount over $20,000.00.

I'm sure by the State contracting everything out under one job that a lower bid will be obtained.

Thank you for your efforts in the arrangements of this City Improvement.

Respectfully,

George Stubbert
George C. Stubbert
City Manager

RECEIVED
NOV 29 1962
ENGINEER
COUNTY & CITY RELATIONS

GS/ps

11-2-62

[illegible]

[illegible]

5G [illegible]

[illegible] from Central [illegible] Street to [illegible], a distance of approximately [illegible]

[illegible] leveling course, and [illegible] asphaltic concrete [illegible].

Item				
[illegible]	[illegible]	C.Y.	$ 1.[illegible]	$ [illegible]
[illegible] ditch	[illegible]	C.Y.	3.00	[illegible].00
[illegible] concrete pipe	[illegible]	Lin.	[illegible]	2,[illegible]
[illegible] pipe	165	Lin.	[illegible]	[illegible]
[illegible]	6	[illegible]	[illegible]	1,[illegible]
[illegible]	1	[illegible]	[illegible].00	[illegible]
[illegible]	1	[illegible]	[illegible].00	[illegible]
[illegible] material	[illegible]	[illegible]	[illegible]	6,[illegible]
[illegible] base	[illegible]	[illegible]	4.[illegible]	2,[illegible]0.00
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]00.00
[illegible] asphaltic concrete	[illegible]	[illegible]	10.50	6,[illegible]

Estimated contract cost . . . . $[illegible].00
12-1/2% engineering and contingencies . . . [illegible].50
Survey . . . . [illegible]0.00
[illegible]

LOCAL ESTIMATE: $[illegible]

[illegible]
11/2/62

[illegible]

[illegible]

Item No.	Item		Quantity		Unit Price	Amount
1	[illegible]		[illegible]			[illegible]
2	[illegible] Mechanical [illegible]		170	[illegible]	[illegible]	330
3	[illegible] Mechanical [illegible]		2110	" "	1.50	3165.–
4	[illegible] Slopes		0.44	Mile	1025.–	200.20
5	[illegible] Corrugated Steel Pipe [illegible]		80	Lin.ft.	2.75	220.–
6	[illegible] Steel Pipe [illegible]		55	" "	5.–	275.–
7	[illegible] Steel Pipe [illegible]		35	" "	6.50	227.50
8	[illegible] Concrete Pipe	[illegible]	15	" "	8.50	127.50
9	[illegible] Reinforced Concrete Pipe		[illegible]	" "	3.–	720.–
10	[illegible] Concrete Pipe		190	" "	4.50	855.–
11	[illegible]ing and Reinstalling Sewer Pipe		160	" "	2.50	400.–
12	[illegible]ing and Stockpiling Sewer Pipe		65	" "	3.–	195.–
13	Class "A" Concrete		12	Cu.Yd.	75.–	900.–
14	[illegible] Walls		2	Only	300.–	600.–
15	Concrete [illegible]	[illegible]	1	"	160.–	160.–
16	Concrete [illegible]		7	"	110.–	770.–
17	Concrete Curbs and Gutters	[illegible]	800	Lin.ft.	[illegible]	4800.–
18	Concrete Walks		9	Sq.Yd.	[illegible]	67.50
19	Coarse Crushed Material in Base	[illegible]	1600	Cu.Yd.	[illegible]	7720.–
20	S[illegible] Material in Base		270	" "	5.–	1350.–
21	Sprinkling		50	[illegible]	4.–	200.–
22	Prep[illegible] Base	[illegible]	0.44	Mile	1725.–	249.82
23	[illegible] Cover	[illegible]	26	Cu.Yd.	6.50	169.–
24	[illegible]	[illegible]	5	Tons	65.–	325.–
25	Class "B" Asphaltic Concrete	[illegible]	690	"	12.–	8280.–
26	[illegible] for Paving Driveways	[illegible]	7	Only	30.–	210.–
		[illegible]				$33,416.[illegible]

[illegible] Items:

Flagging (Stake Stand) [illegible] 300.–

12 [illegible]

12½ % [illegible]

[illegible]

plus 14 [illegible] [illegible]

$37,874.[illegible]
93

RECEIVED
FEB 21 [illegible]
ENGINEERS
COUNTY & CITY DIVISION

PROJECT DATA, CITY OF Sutherlin Date September 18, 1962

To be financed by the City and Special City Allotment Fund

Street name Umpqua Street to First Avenue and First Avenue to State Street.
(Locate project on attached map.)

Project length 710 Lenial Feet

Desired width: 42 feet
(Four lanes, parallel parking both sides = minimum 64'
Four lanes, parallel parking one side = minimum 58'
Two lanes, parallel parking both sides = minimum 42' ✓
Two lanes, parallel parking one side = minimum 36')

NOTED
JOHN D. GRAHAM

Surface now in place: Oil X Paving___ Gravel___

Present surface width: 20 feet

RIGHT-OF-WAY -

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes___ No X

Will City provide required right-of-way? Yes X No___

Additional right-of-way to be acquired as part of project? Yes___ No X

State to furnish right-of-way descriptions? Yes___ No X

Give width of intersecting streets: ___

Are intersecting streets curbed? Yes X No X

Remarks___

CONCRETE CURBS -

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SEP 19 1962
ENGINEER
COUNTY & CITY RELATIONS

Now in place? Yes___ No X

Width between present curbs: ___ feet

City to construct curbs? Yes X No___

To be constructed as part of project? Yes X No [illegible]

Length of desired radius on curb returns: 15 feet

Does City desire special type of curbs? Yes X No___

Explain: Curb and Gutter - 21" Gutter

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No X

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No X

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ______feet

Remarks____

STORM SEWERS -

Now in place? Yes X No____

If yes, are they adequate for increased flow? Yes____ No X

Indicate depth of main lines from present surface: 3 - 5 feet

To be constructed by City? Yes____ No X

To be constructed as part of project? Yes X No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5 feet

Remarks____

WATER MAINS -

Now in place? Yes_X_ No___

If yes, how deep from present surface? ___4___feet

To be adjusted by City? Yes_X_ No___

To be adjusted as part of project? Yes___ No_X_

Remarks____

____

DRIVEWAYS -

To be constructed as part of project? Yes___ No_X_

Asphaltic concrete? Yes___ No___

Portland cement? Yes___ No___

How many? ___________

Must driveways be Portland Cement to comply with City code? Yes___ No___

Is there a City ordinance specifying width and number of driveways permitted?
Yes___ No_X_ (If yes, please include copy of ordinance.)

Remarks____

____

FRANCHISED UTILITIES (City is to arrange for any required adjustment.) - - -

Gas lines? Yes___ No_X_

Electric poles? Yes_X_ No___

Which company?_Pacific Power & Light Co.________
(NOTE: If City-owned, City to adjust.)

Telephone poles? Yes_X_ No___

Which company?________________________

Railroad tracks? Yes___ No_X_

Which company?_Southern Pacific________

Is crossing presently protected
by automatic railroad signals? Yes___ No___

Remarks____

____

WORK TO BE DONE BY CITY AS PART OF PROJECT - - - - - - - - - - - - - - - - -

Grading? Yes____ No x

Clearing? Yes____ No x

Base rock? Yes____ No x

Concrete curbs? Yes____ No X

Driveways? Yes____ No x

Remarks____

GENERAL INFORMATION -

Are City finances available? Yes X No____

When available? Date 1963-64 Budget

If project is being designed by State for City construction, all costs must be borne by City. This includes survey, location, preparation of project for specifications, etc. If construction engineering is performed by State, this cost also shall be borne by City.

Has City established grade on street? Yes____ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: __________

City old mill pond ½ mile south of project or

City Lot - 3 blocks south of project.

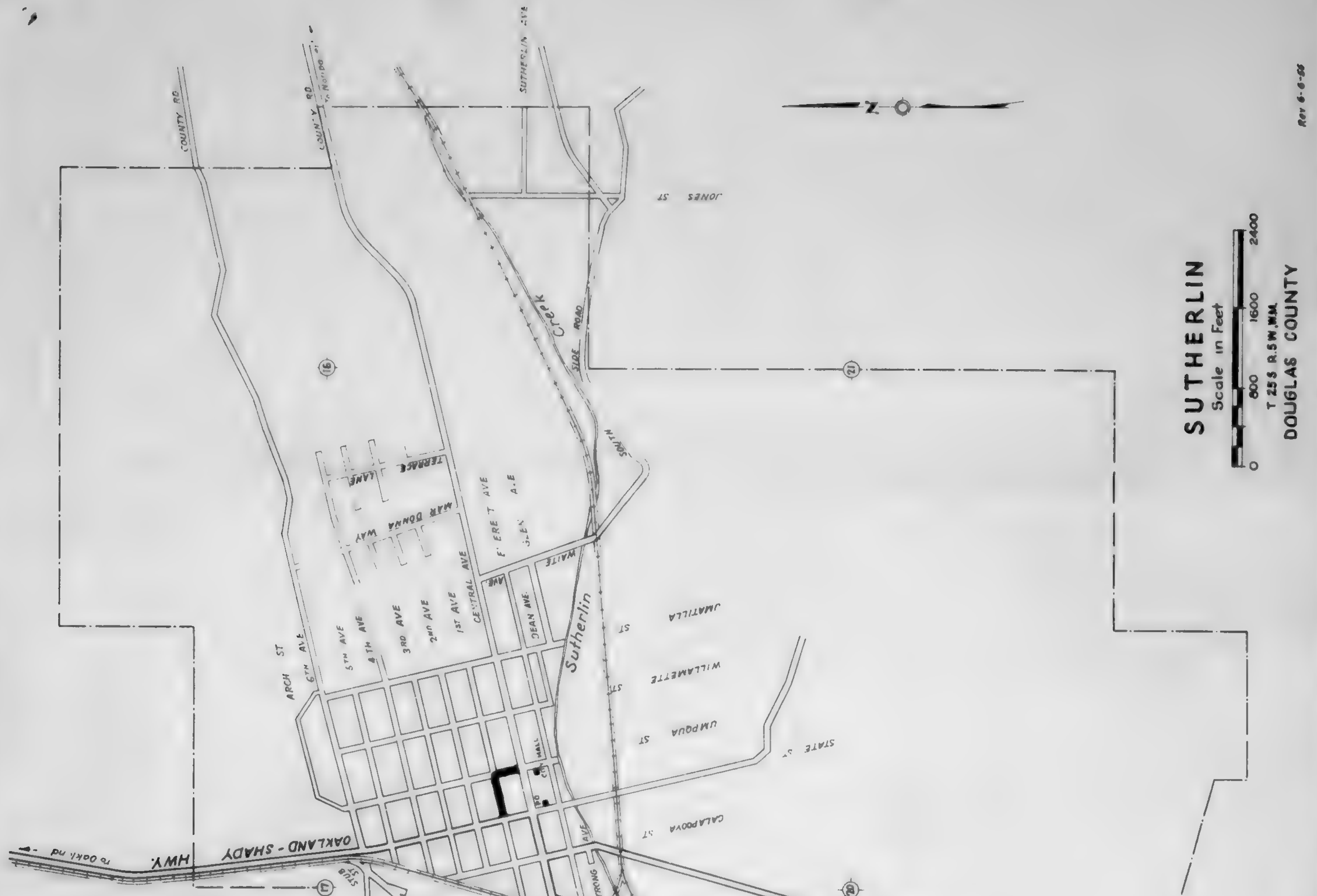
All construction called for above shall be performed within the curbed section except for sidewalks, driveways, and connections to existing intersecting streets.

General remarks: ____

By Lyle R. Seehawer
Mayor

By George C. Stubberg
City Manager

By George C. Stubberg
City Engineer


SUTHERLIN
Scale in Feet
0
800
1600
2400
T 25 S R.5 W.W.M.
DOUGLAS COUNTY
Rev 6-6-56
N
COUNTY RD
COUNTY RD
SUTHERLIN AVE
JONES ST
Sutherlin Creek
SOUTH SIDE ROAD
TERRACE
LANE
MAR DONNA WAY
EVERETT AVE
JEAN AVE
WAITE
CENTRAL AVE
1ST AVE
2ND AVE
3RD AVE
4TH AVE
5TH AVE
6TH AVE
ARCH ST
DEAN AVE
UMATILLA ST
WILLAMETTE ST
UMPQUA ST
STATE ST
CALAPOOYA ST
CITY HALL
P.O.
OAKLAND - SHADY HWY.
To Oakland
STUB ST
STRONG AVE
FRONT
OAKLAND - SHADY HWY.
SOUTHERN PACIFIC
OAK ST
PINE ST
ASH ST
HAZEL AVE
MAPLE AVE
LAUREL
4TH AVE
6TH
SHERMAN ST.
1 ST.
2 ND.
MILLER
DEAN AVE
DAWN ST
Creek
Sutherlin
CROSS
To Roseburg
BRANTON
GRANT
KRUSE ST
ROBINSON
HWY.
END ST
SUNSET DR.
HAWTHORNE
ST
N
RD
ALLEWAY AVE
LANDING ST
LESTER
SOUTH ST
END
ELKTON - SUTHERLIN HWY.
To Elkton
HIGHWAY
PACIFIC
To Eugene
To Roseburg
16
17
18
19
20
21

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
V. B[illegible]NES

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

September 17, 1962

Mr. George Stubbert
City Manager
City Hall
Sutherlin, Oregon

Dear Mr. Stubbert:

In answer to your letter of September 12, regarding your proposed project, I would be willing to submit the shortened requested project to include only Umpqua Street to First Avenue and First Avenue to State Street. Please fill out the enclosed project data forms and return one copy to me immediately.

If the City decides to construct the curbs and drainage the expected cost would be approximately $20,000.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm
Encl.

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 446
Phone 2856

September 12, 1962

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SEP 14 1962
ENGINEER
COUNTY & CITY RELATIONS

Mr. H. C. Ayers
Field Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Ayers:

The Common Council of the City of Sutherlin met at their regular meeting on Monday, September 10th and after much discussion makes this request to the State Highway Commission.

Due to the limited city funds and the amount over and above the states portion that the city would have to pay on the previous proposed plan, the Council suggested that half of the original be requested.

The Council feels that either the project beginning at Central and Calapooia north to First then east to State Highway 99 be recommended, or start at Central and Umpqua north to First then west to Highway 99.

The City could pay for any of the cost over $20,000, if only one or the other of these projects are approved by the Commission.

This particular area is heavy with sewer assessments and a large street assessment on top of the present liens would be more than the property could bear.

Since the City is doing the project on Umpqua between Central and Everett in front of the post office, the Council feels that Umpqua north from Central would be their first choice for state aid.

I am enclosing a map of this area for your viewing.

Respectfully,

Geo. C. Stubbert

George C. Stubbert
City Manager

Encl.

GCS:sc

H 250,000 '63 Sutherlin 6/19/62

With Robt Prange investigated condition & use of 1st, Calapooya & Umpqua Streets. Shows evidence of considerable use several commercial establishment are located adjacent to these streets, and as a turn around from main part of City.

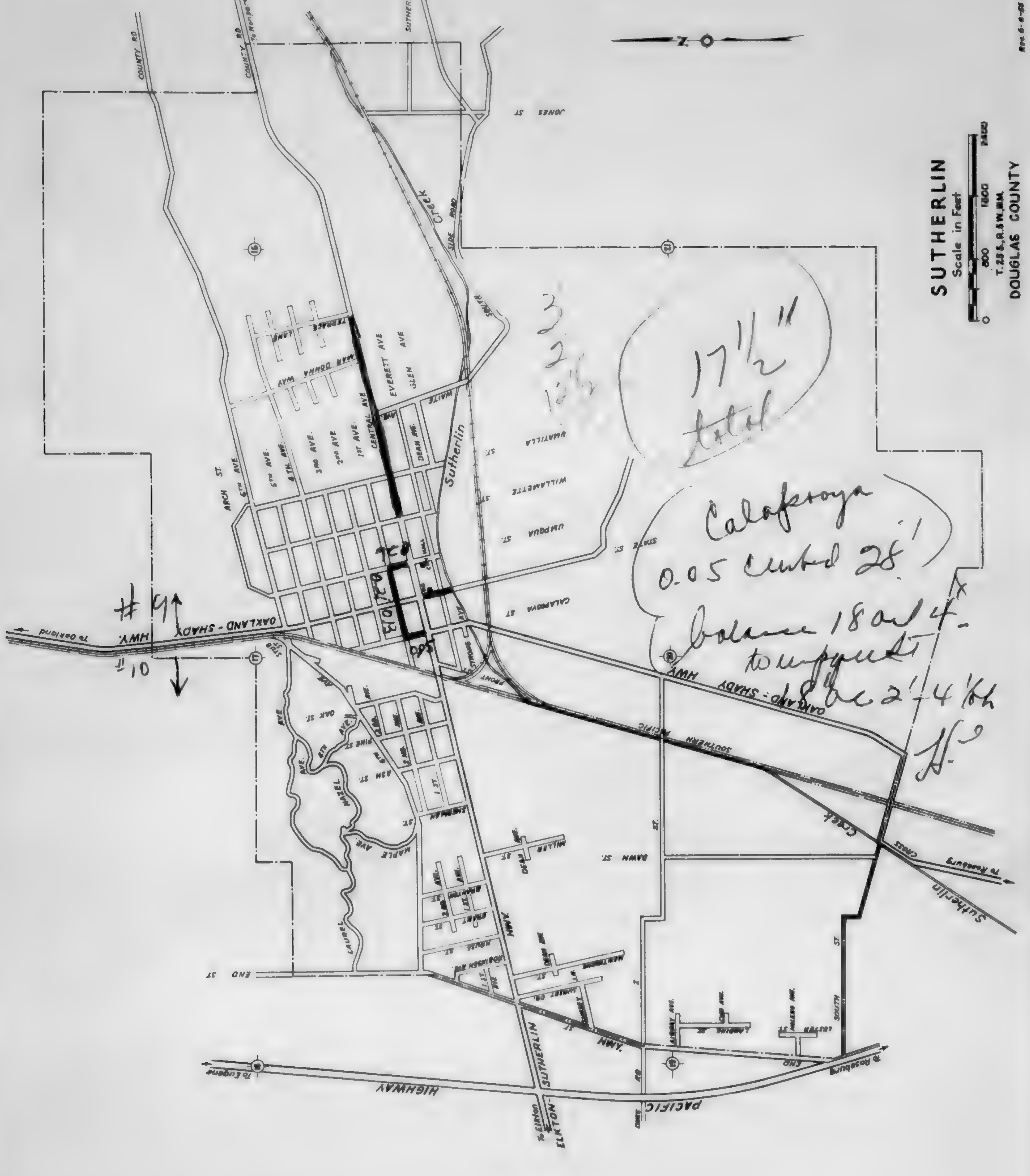
Calapooya is presently curbed 28' wide City Mngr said City would tear out curbs & widen and perhaps curb all if we could see our way to aid them also drain

Believe we could recommend

17½" total-new work 3½ - A.C.

Project data sent 8-20-62 with request for data and resolution to pay all costs in excess of $20,000

Geo. Stubbert.



17½" total

Calapooya

0.05 curbed 28'

balance 18 and 4' to upper st.

18 & 2'-4' oh

RESOLUTION

3-12-62

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sutherlin is an incorporated city of the State of Oregon and has a population of 2452 as given by the latest official census; and

WHEREAS, the following streets of said city,

Central to First on Umpqua

First from Umpqua to Calapooia

Calapooia from First to Central

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

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MAR 15 1962
ENGINEER
COUNTY & CITY RELATIONS

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Sutherlin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate George Stubbert as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12th day of March, 1962.

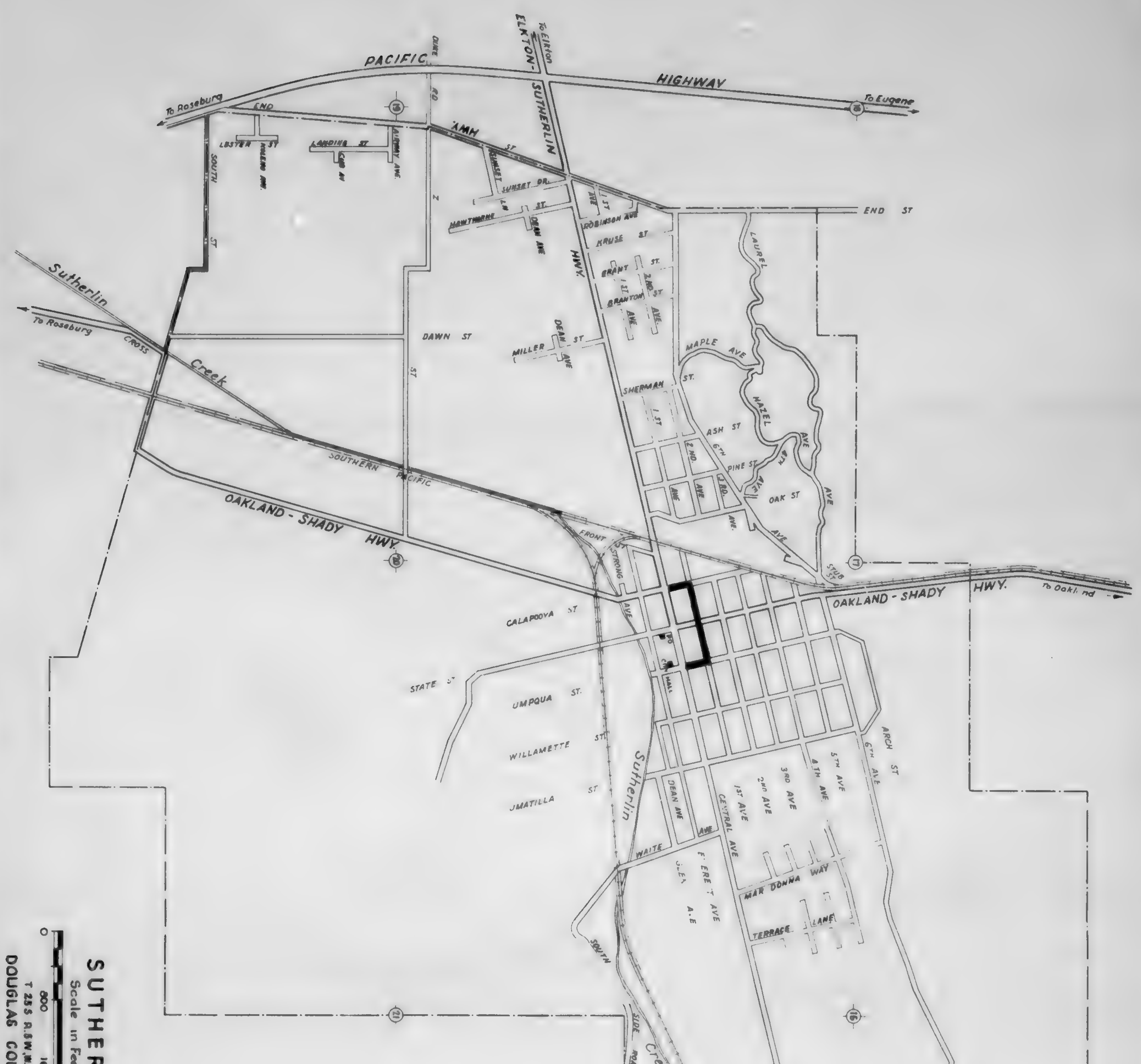
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---- ------------ -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sutherlin at a regular or special meeting of said Council, held on the 12th day of March, 1962, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of March, 1962.

Dorothy L. Fox
City Recorder


SUTHERLIN
Scale in Feet
0
800
1600
2400
T 25 S R 5 W W.M.
DOUGLAS COUNTY
PACIFIC HIGHWAY
To Roseburg
To Eugene
To Elkton
ELKTON-SUTHERLIN HWY.
DIXIE RD
END
END ST
LESTER ST
LANDING ST
AIRWAY AVE
SOUTH ST
HWY. ST
SUNSET DR.
HAWTHORNE ST
DEAN AVE
ROBINSON AVE
KRUSE ST
GRANT ST
BRANTON ST
1 ST AVE
2 ND AVE
DAWN ST
N ST
MILLER ST
MAPLE AVE
LAUREL
HAZEL AVE
SHERMAN ST.
ASH ST
6TH
PINE ST
OAK ST
Sutherlin Creek
CROSS
SOUTHERN PACIFIC
OAKLAND-SHADY HWY.
FRONT ST
STRONG AVE
CALAPOOYA ST
STATE ST
UMPQUA ST
WILLAMETTE ST
UMATILLA ST
ARCH ST
6TH AVE
5TH AVE
4TH AVE
3RD AVE
2ND AVE
1ST AVE
CENTRAL AVE
DEAN AVE
WAITE AVE
EVERETT AVE
MAR DONNA WAY
TERRACE LANE
SOUTH SIDE ROAD
JONES ST
SUTHERLIN AVE
COUNTY RD
To Oakland
Rev 6-6-56

1-8323 Hereford Rock Prod. Proj., Baker- 1963
Unity & John Day Hwys.
#6297

RECEIVED
JAN 9 1964
FO[illegible]

January 9, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On December 13, 1963, we wrote to you concerning release of final payment on contract #6297, awarded to Arthur Simonsen & Co., for the Hereford Rock Production Project on the Baker-Unity & John Day Highways in Baker County.

Final payment on this contract is $1,665.00 and the total contract amount is $33,117.91. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Arthur Simonsen & Co.,
3005 North 3rd Street
Baker, Oregon

cc: G. H. Maison
Attn.: John Herr

FORM E-1 (REV. 5-60)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Dec. 13, 1963

SECTION:

SECTION PREFIX: 1-8323

HIGHWAY: Baker-Unity & John Day

COUNTY: Baker

NAME OF JOB: Hereford

KIND OF WORK: Rock Production

CONTRACTOR: Arthur Simonsen & Co.

CONTRACT NUMBER: 6297

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 18, 1963

DATE WORK STARTED: October 23, 1963

ESTIMATED COMPLETION DATE: Nov. 29, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS: 45

WORK DAYS USED: 76

PERCENT OF TIME ELAPSED: 169

PROJECT AUTHORIZATION: $ 37,462.50

ENGINEERING AUTHORIZATION: $ 2,664.00

EXCLUSIVE OF ENGINEERING: $ 34,798.50

ENGINEERING COST TO DATE: $ 2,254.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,117.91

PERCENT OF AUTHORIZATION: 84.6%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.83%

DATE PROJECT WAS COMPLETED: November 29, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9,000		
TOTAL QUANTITIES CORRECTED TO DATE			9,529.15		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,529.15		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Time Expired		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Overcast		
TUESDAY	Clear - Cold		
WEDNESDAY	Cloudy - Cold		
THURSDAY	Clear - Cold		
FRIDAY	" "		
SATURDAY			

NOTED
JOHN R. OAKES

Construction Division
DEC 16 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Work continuing on final records
TUESDAY	Work continuing on final records
WEDNESDAY	Work continuing on final records
THURSDAY	Work continuing on final records
FRIDAY	Semi-final estimate completed and submitted to Division Office
SATURDAY	

REMARKS

Semi-final estimate and final records were submitted to the Division Office on Friday.

This is the final report for this project.

SIGNED R.R. Cameron by Ballard Brooks Res. Engr.
R.R. Cameron
ADDRESS P.O. Box 269, Baker, Oregon 97814

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 13 1963
FOR FILING

6297

December 12, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 29 on Contract No. 6297. The contract was with Arthur Simonson & Company and was for rock production on the Hereford Section of the Baker-Unity and John Day Highways in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 12, 1963, and that you concur in this procedure at the Commission meeting on December 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-129

RECEIVED
JUL 19 1963
FOR FILING

6297

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 18, 1963

Arthur Simonsen & Co.,
3005 North 3rd Street
Baker
Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, awarded to you State Highway Contract No. 6297 for the following project:

Hereford Rock Production Project on the Baker-Unity and John Day Highways in Baker County.

This award was based on your low bid of $33,300.00 which was submitted to the Commission on July 16, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

F-115(18) Astoria Approach, Interstate 1963
Br. Sec., Columbia River Hwy.
#6298 (Bldg. Demolition)

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NOV 12 1963
FOR FILING

November 8, 1963

Oregon Automobile Insurance Co.,
501 Equitable Bldg.,
Portland 4
Oregon

Gentlemen:

On October 30, 1963, we wrote to you concerning release of final payment on contract #6298, awarded to D. A. LaVelle Const. Co., for building demolition on the Astoria Approach to the Interstate Bridge on the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $500.00 and the total contract amount is $7,142.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Oregon Automobile Ins. Co.,
C. A. Tomassene & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

cc: D. A. LaVelle Const. Co.,
7343 SE Insley Street
Portland, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 3 0 1963
FOR FILING

October 29, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 12 on Contract No. 6298. The contract was with D. A. LaVelle Construction Company and was for building demolition on the Astoria Approach, Interstate Bridge Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 28, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
L. P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw hlb

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED OCT 3 / 1963	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. FOR FILING 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Clatsop
		PROJECT NO. F-115(18)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 Oregon Approaches, Astoria Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-24-63	0.237
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,406.00	$ 5,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Asst State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L R Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

In accordance with the May 9, 1962 tri-party agreement between the Bureau of Public Roads and the State of Oregon and the State of Washington, issued under the provisions of Section 129, Title 23, all tolls received from the operation of this facility, less the actual cost of operation and maintenance, shall be applied to the repayment of the State Highway Department's cost of construction (or cost of acquisition). No tolls shall be charged after such repayment has been made. After date of final repayment this facility shall be maintained & operated as a free facility.

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contr act time for performance.

Oregon State Highway Department

Federal Aid
Project No. F-115(18)

ASTORIA APPROACH INTERSTATE BRIDGE SECTION

(BUILDING DEMOLITION) ON THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 18, 1963

Type Code Y004

Building Demolition (sta. 319 + 50 to sta. 332 + 00)

Demolition of Buildings	All Req.	$5,650.00
		$5,650.00
Flagging (57½% of Contractors Cost)	All Req.	500.00
	Subtotal	$6,150.00
	10% Engr.&Cont.	615.00
	Total	$6,765.00

Length of Project - - - - - - 0.237 Miles

Federal Funds - - - - - - - - - - - - - - - - - - -	$4,200.00
State Funds -	2,565.00
	$6,765.00

ASTORIA APPROACH INTERSTATE BRIDGE SECTION

Project F-115(18)

Demolition Estimate

House No.	Estimated Cost
1	$ 460.00
2 (Incl. Garage & Removal of Concrete)	660.00
3	620.00
4	700.00
5 (Incl. Removal of Concrete)	400.00
6 (Incl. Removal of Concrete)	670.00
7 (Incl. Garage)	700.00
8	840.00
9 (Incl. Removal of Concrete)	600.00
	$5,650.00

The salvage value on any of the houses is negligable.

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SEP 26 1963

FOR FILING

NOTED
LLOYD P. SHAW

Oregon State Highway Department

Federal-Aid
Project No. F-115(18)

ASTORIA APPROACH INTERSTATE BRIDGE SECTION (BUILDING DEMOLITION)
ON THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 1, 1963

Type Code Y004
Building Demolition (Sta. 319+50 to Sta. 332+00)(Contract 6298)

Demolition of Buildings	All Required	$7,142.00
		$7,142.00
Flagging (57½% of Contractor's Cost)	All Required	500.00
	Subtotal	$7,642.00
	10% Engr. & Cont.	764.00
	Total	$8,406.00

Length of Project - - - - - 0.237 Mile

Federal Funds -	$5,200.00
State Funds -	3,206.00
	$8,406.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
SEP 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED DATE SEP 20 1963
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By ME Martin Title Dist Engr

RECEIVED
SEP 17 1963
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September 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 12, 1963, on Contract No. 6298, Astoria Approach, Interstate Bridge Section, in Clatsop County, in connection with Federal-Aid Project No. F-115(18).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:jb
cc: H. S. Cox

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JUL 19 1963
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FORM E-

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
ME
KENNETH . FRIDLEY, MEMBER
WA CO
DAVID B. STIMPSON, MEMBER
PO TLAND
FLOYD QU RY, SECRETARY
SA EM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 18, 1963

D. A. LaVelle Const. Co.
7343 S. E. Insley
Portland, Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, awarded to you State Highway Contract No. 6298 for the following project:

Building demolition on the Astoria Approach of the Interstate Bridge Section of the Columbia River Highway in Clatsop County.

This award was based on your low bid of $7,142.00 which was submitted to the Commission on July 16, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

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JUL 22 19
FOR FILING

F-115(18)

6298

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 18, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project F-115(18)
Astoria Approach Interstate Bridge Section
Building Demolition

As requested in Mr. Young's letter of July 16, 1963 providing justification for exceeding the engineers estimate by more than 10 percent and advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6298 to D. A. LaVelle Construction Company of Portland, Oregon, low bidder in the amount of $7,142.00 at the July 16, 1963 bid opening.

Our concurrence in award is subject to the understanding that your 7/9/63 draft of the agreement with the city of Astoria will be executed and copies thereof will be furnished for our approval prior to the issuance of the project agreement. Should the issuance of a supplemental agreement become necessary, consideration should be given to the inclusion of additional or modified clauses currently being used.

RECEIVED
JUL 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
7-22-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 17 1963

FOR FILING

F-11

July 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Reference is made to bids received on July 16, 1963 for the Astoria Approach Interstate Bridge Section (Building Demolition), Project No. F-115(18).

The D. A. Lavelle Construction Company of Portland presented the low bid of $7,142.00 which was $1,492.00 (26.4%) above the Engineer's Estimate of $5,650.00. The second low bidder was the Grimstad and Vanderveldt, Inc. of Astoria with a bid of $7,245.00. Third bidder was R. C. Larson Company of Astoria with a bid of $7,950.00.

All of the above bids are from qualified and reputable contractors.

It is very difficult to estimate accurately the cost of demolition of buildings and as the three bids received from competent contractors were only $808.00 apart, we believe the Engineer's Estimate was too low and that bids received were reasonable.

We also feel that it is in the public interest that the contract be awarded at this time as one of the buildings lies partially on the former owners remaining property and by option, if the said building is not removed now, the State will be obligated to pay rent to the former owner for that portion of his land the building is on.

All rights of way and rights of entry have been acquired.

It is therefor requested that the Bureau of Public Roads concur in the award of this contract. We would appreciate it if this matter could be expedited.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: R. L. Porter
Lloyd Shaw

[illegible]C:er

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JUL 1 - 1963

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[illegible]
[illegible]
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

June 24, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:
A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

08-35.2-DB

Oregon Project F-115(18)
Astoria Approach Interstate Bridge Section
Building Demolition

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that any displacement of persons was made prior to relocation assistance as indicated in Mr. Moehring's June 20, 1963 letter.

We are in receipt of a copy of the June 20, 1963 letter from Mr. W. H. Cunningham, City Manager of Astoria, indicating the City's tentative approval of the preliminary draft of the agreement with the city. The final draft of the agreement and notification of the city's intention to sign said agreement should be furnished prior to our concurrence in award.

The use of the July 1, 1963 issue of Supplemental General Provisions is approved for this specific project.

NOTED
LLOYD P. SHAW

original To Young - with attach
cc Morgan
Cox
Gifford
7-1-63

RECEIVED
JUN 25 1963

FOR FILING

477 Cottage Street N.E.
Salem, Oregon

June 14, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.0 Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

Oregon Federal-aid Primary Program

Mr. Young's June 6, 1963 letter submitted one Stage Two project to be included in the subject program. The project, listed below, was approved by our Regional office effective June 12, 1963.

Item	Project	Location	Work
426	F-115(18)	Oregon approach, Astoria Bridge	Building Demolition

The preliminary estimate, included in the P.S. & E. documents to be submitted in connection with this project, should contain a parcel by parcel breakdown of the lump sum total cost.

This approval provides for 0.40 miles of construction at a total estimated cost of $5,000 with Federal funds reserved in the amount of $3,000. This action reduces your unprogramed balance to $389,312, according to our records of this date.

original To Young
6-25-63

NOTED
LLOYD P. SHAW

RECEIVED

Mr. Paxson

FORM E-30X—30M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
October 31, 1962

SUBJECT:
File No. 34421
Building Demolition - Astoria Bridge Project

To:

Mr. Ivan Merchant
Bridge Engineer

Office

This afternoon, I contacted Resident Engineer Robert Ellison's office in Astoria, and determined that the demolition work which we undertook on the Puusti property and also the property across the street, have been completed to Ellison's satisfaction.

This will allow an orderly commencement of the bridge construction as it would pertain to these properties as of November 1, 1962—the final date for making the property available under the terms of the contract.

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:sm
G. S. Paxson
cc L. I. Lindas
Robert Ellison

NOTED

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FORM E-128
P 1 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 13, 1962

Oregon State Highway Commission

SUBJECT: Demolition contract on state-owned improvements - Astoria Bridge Project

Gentlemen:

Under the special provision of the Astoria Bridge contract, it is necessary for the Highway Commission to turn over the right of way, free and clear of encumbrance, to the contractor on or before November 1, 1962.

We have been experiencing considerable difficulty in obtaining possession of a hardware store owned by a Mr. Puusti, which is within the right of way taking. Several other buildings on the project have been offered at public sale with no bidders; some, as many as three different times.

We are at present, engaged in legal activity to require Mr. Puusti to surrender possession of his property no later than October 1, 1962.

Because of our inability to sell the improvements on five other properties, we requested authority from Commissioner Fridley, by telephone on September 4, to accept bids whereby the State would pay for demolition of the remaining structures on the right of way. We were authorized by Mr. Fridley to accept a bid in a maximum amount of $1,000 for this work with the successful bidder to have any salvage available in the buildings, including equipment of $675 estimated salvage value.

Oral bidding for the demolition work started at $23,050, and through twenty-one bids by four different contractors, reached a low bid of $3,200. All bids were rejected. In a subsequent negotiation with one of the bidders, we were able to have him accept the contract at the $1,000 figure which had been authorized. Five of the six buildings which are involved are to be moved on or before October 1. Mr. Puusti's hardware building is to be removed

NOTED
R. L. PORTER

on or before October 22, 1962, with the understanding that we are to make the building available to the demolition contractor on or before October 1, 1962.

I shall present this matter on my Agenda under property management affairs, at the September 20 Meeting and ask your confirmation of our authority to expend the sum of $1,000 upon the demolition contract.

Very truly yours,

L. I. Lindas
Chief Counsel

By
Walter T. Wright
Right of Way Engineer

WTW:SM:JJM

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. R. L. Porter
Mr. Victor D. Wolfe
Mr. Floyd Query
Mr. L. I. Lindas

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. . . 3 1962
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Const
Budget
Interstate
Astoria

August 20, 1962

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem 10, Oregon

Dear Governor Hatfield:

A few days ago you referred to me a letter dated August 7 from Mr. E. A. Puusti protesting the right-of-way acquisition of property in Astoria.

This matter has been reviewed by our Right of Way Division. They report that Mr. Puusti has been very difficult to deal with and that they have proceeded as slowly as they can in view of the necessity of early occupancy of the property.

I am attaching a suggested reply to Mr. Puusti's letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc G. S. Paxson
Victor D. Wolfe
W. T. Wright

GSP:ms hlb

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
August 20, 1962

Mr. E. A. Puusti
Alfred Puusti & Company
238-240 Marine Drive
Astoria, Oregon

Dear Mr. Puusti:

This will acknowledge your letter of August 7 concerning the acquisition by the State Highway Commission of your business property.

I have discussed this matter with the Highway Department and am advised that there is such a wide divergence of opinion of the value of your property that the settlement cannot be reached by negotiation. I am told that, in the opinion of the Highway right of way people, the appraisal prepared upon your property by the General Appraisal Company does not reflect market value.

The Highway Department has had appraisals prepared which it feels reflects the fair market value as that term is legally defined. The Department believes the men employed for this work are fair and professionally competent. The values derived have been checked by the staff and the offer to you is based upon their highest appraisal. Having had competent appraisals made, they feel bound within the reasonably narrow limits of their authority for the expenditure of public highway funds.

It is regrettable that the construction of the Astoria Bridge must damage or destroy property. It is also regrettable that the prosecution of the contract which has been let prevents your continued occupancy of your property. It is, however, fortunate that the court system of this State permits every citizen to present his own views and opinions where a wide and honest difference of opinion exists and that the damages are fixed by an impartial jury.

I am sure that it is not the intention of the Highway Department to be either arbitrary or unjust in its attempt to acquire your property. It is faced with the urgent necessity of acquiring the property needed to permit construction to progress this fall in order to avoid costly delays in completion of this long-awaited bridge.

cc G. S. Paxson
Victor D. Wolfe
W. T. Wright

(Right of Way) hlb

ALFRED PUUSTI & COMPANY
Hardware
BUILDERS, MARINE AND HOUSEHOLD HARDWARE
238-240 MARINE DRIVE FA 5-1821 ASTORIA, OREGON

August 7, 1962.

Hiway

Governor Mark Hatfield
Salem, Oregon

Dear Governor Hatfield,

The State of Oregon through it's Highway Commission has recently filed a suit to acquire the business premises we now occupy.

We are writing to you in a last effort to prevent a costly condemnation suit that, we believe, is being forced on us unnecessarily and with utter disregard of many factors involved. Since we were first informed of the need for us to vacate our present property we have at no time had a chance to sit down and negotiate with the Highway Commission on a true value for our property.

We are a 50 year old concern, employing from 10-15 people and doing a gross business of $600,000.00 a year in a general hardware business in our area. In 1961 when it became likely that our business premises might be in the path of the approach to the Astoria-Megler bridge we engaged a reputable appraisal company, the General Appraisal Company of Portland to submit a detailed appraisal of our property. The figures they then submitted were more than twice the amount on a depreciated basis than the state is now offering us for the property.

We have bought the land and contracted for the construction of a building in a nearby location at a cost of three times what the state is offering us for our present property. This move will still leave us with half the space that we now occupy.

RECEIVED
AUG 10 1962

AUG - 8 1962

ALFRED PUUSTI & COMPANY
Hardware

BUILDERS, MARINE AND HOUSEHOLD HARDWARE

238-240 MARINE DRIVE
FA 5-1821
ASTORIA, OREGON

We believe that in the general jubilee over the construction of this long needed development we are being victimized by your commission with no fair attempt at settling a reasonable market value for our land and building.

This sort of summary action we believe to be autocratic and hardly consistent with democratic process. In short, our property is on the verge of being confiscated.

We sincerely hope that your office can be used to prevent what is either a serious error in judgement or a wilful misuse of power.

Yours very truly,

ALFRED PUUSTI & COMPANY

BY E G Puusti

EAP/hj

I-80N-4(12) W. Unit, Arlington-Heppner 1963
137 Jct. Interch. Sec., Columbia
#6299 River Hwy. (Grad. & Pav.)

STATE COPY

Monthly transaction number

D

RECEIVED JUL 2 1 1965 FOR FILING

1-53

Project report number

I-80N-4(12)137

2299

F PR-2A
(6-67)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-12-65

State: Oregon

County: Gilliam

Project number: I-80N-4(12)137

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 14, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 799,787.00
Revised Federal funds	$ 726,000.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of July, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W B Klaboe

Asst. State Highway Engineer
(Title)

By __________

____
(Title)

By __________

____
(Title)

~~By~~ A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund
Administrative Manager

Oregon State Highway Department

Federal-Aid
Project No. I-80N-4(12)137

WEST UNIT, ARLINGTON-HEPPNER JUNCTION INTERCHANGE SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, revised to include additional costs incurred to correct slide under approved extra work order and reduction in general excavation.)

Salem, Oregon, June 7, 1965

Type Code 6201
Roadway (Sta. "WB" 73+50 to Sta. "WB" 181+00) (Contract 6299)

Clearing and Grubbing	All	Required	$	$ 15,000.00
Drainage Excavation, Unclassified	280	cu.yd.	3.50	980.00
General Excavation, Unclassified	619,130	cu.yd.	0.40	247,652.00
Extra for Selected Subgrade Material	48,000	cu.yd.	0.10	4,800.00
Extra for Gravel Blanket Material	800	cu.yd.	0.50	400.00
Short Overhaul	2,580,000	yd.sta.	0.01	25,800.00
Long Overhaul	28,500	C-yd.sta.	0.40	11,400.00
Finishing Roadbed and Slopes	2.04	mile	1,500.00	3,060.00
Rounding Cutbanks	10,600	lin.ft.	0.20	2,120.00
18-inch Culvert Pipe (Concrete or Uncoated Metal)	120	lin.ft.	3.42	410.40
18-inch Corrugated Steel Pipe	150	lin.ft.	3.42	513.00
24-inch Corrugated Steel Pipe, 10 Gage	400	lin.ft.	8.50	3,400.00
24-inch Uncoated, 14-Gage Corrugated Steel or Concrete Pipe	150	lin.ft.	5.00	750.00
24-inch Uncoated, 14-Gage Steel or Extra Strength Concrete Pipe	480	lin.ft.	5.00	2,400.00
6-inch Drain Pipe (Rigid Type or Uncoated Metal)	70	lin.ft.	2.00	140.00
6-inch Perforated Drain Pipe (Rigid Type or Uncoated Metal)	440	lin.ft.	2.00	880.00
Special Backfill in Drains	56	cu.yd.	10.00	560.00
18-inch Culvert End Sections	8	only	45.00	360.00
24-inch Culvert End Sections	5	only	60.00	300.00
Salvage and Reinstall Type 2 Fence	850	rod	4.50	3,825.00
Guard Rail	14,900	lin.ft.	2.30	34,270.00
Rail End Pieces	24	only	5.00	120.00
Type 2 Barricade	350	lin.ft.	5.00	1,750.00
Guide Posts, W-1	130	only	8.00	1,040.00
Coarse Crushed Material in Base	39,500	ton	1.23	48,585.00
3/4" - 0 Material in Base	8,000	ton	1.23	9,840.00
Sprinkling	3,060	M-gal.	2.50	7,650.00

Plant-Mix Bituminous Base	7,900 ton	$ 3.31	$ 26,149.00
Asphalt in Bituminous Base	330 ton	31.00	10,230.00
Asphaltic Concrete Mixture	19,300 ton	3.31	63,883.00
Asphalt in Mixture	1,070 ton	31.00	33,170.00
RS-1 Asphalt	4 ton	100.00	400.00
			$561,837.40
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Signing (Temporary)	All Required		400.00
Slide Correction	All Required		159,842.46
			$165,242.46
	Subtotal		$727,079.86
	10% Engr. & Cont.		72,707.14
	Total		$799,787.00

Length of Roadway - - - - - 2.036 Miles
Cost of Roadway Per Mile- - $392,822.69

Federal Funds -	$726,000.00
State Funds -	73,787.00
	$799,787.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED

FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSMITTAL NO.	FOR -2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Gilliam
PROJECT REPORT NO. 3	8-14-63	PROJECT NO. I-80N-4(12)137

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N-Arlington east 2 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-24-63	2.036
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 662,623.00	$ 609,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXXX A. M. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 14, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid
Project No. I-80N-4(12)137

WEST UNIT, ARLINGTON-HEPPNER JUNCTION INTERCHANGE SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, July 31, 1963

Type Code 6201
Roadway (Sta. "WB" 73+50 to Sta. "WB" 181+00)(Contract 6299)

Clearing and Grubbing	All	Required	$	$ 15,000.00
Drainage Excavation, Unclassified	280	cu. yds.	3.50	980.00
General Excavation, Unclassified	707,000	cu. yds.	0.40	282,800.00
Extra for Selected Subgrade Material	48,000	cu. yds.	0.10	4,800.00
Extra for Gravel Blanket Material	800	cu. yds.	0.50	400.00
Short Overhaul	2,580,000	yd. sta.	0.01	25,800.00
Long Overhaul	28,500	C-yd. sta.	0.40	11,400.00
Finishing Roadbed and Slopes	2.04	miles	1,500.00	3,060.00
Rounding Cutbanks	10,600	lin. ft.	0.20	2,120.00
18-inch Culvert Pipe (Concrete or Uncoated Metal)	120	lin. ft.	3.42	410.40
18-inch Corrugated Steel Pipe	150	lin. ft.	3.42	513.00
24-inch Corrugated Steel Pipe, 10 gage	400	lin. ft.	8.50	3,400.00
24-inch Uncoated, 14-gage Corrugated Steel or Concrete Pipe	150	lin. ft.	5.00	750.00
24-inch Uncoated, 14-gage Steel or Extra Strength Concrete Pipe	480	lin. ft.	5.00	2,400.00
6-inch Drain Pipe (Rigid Type or Uncoated Metal)	70	lin. ft.	2.00	140.00
6-inch Perforated Drain Pipe (Rigid Type or Uncoated Metal)	440	lin. ft.	2.00	880.00
Special Backfill in Drains	56	cu. yds.	10.00	560.00
18-inch Culvert End Sections	8	only	45.00	360.00
24-inch Culvert End Sections	5	only	60.00	300.00
Salvage and Reinstall Type 2 Fence	850	rods	4.50	3,825.00
Guard Rail	14,900	lin. ft.	2.30	34,270.00
Rail End Pieces	24	only	5.00	120.00
Type 2 Barricade	350	lin. ft.	5.00	1,750.00
Guide Posts, W-1	130	only	8.00	1,040.00
Coarse Crushed Material in Base	39,500	tons	1.23	48,585.00
3/4" - 0 Material in Base	8,000	tons	1.23	9,840.00
Sprinkling	3,060	M-gal.	2.50	7,650.00
Plant-Mix Bituminous Base	7,900	tons	3.31	26,149.00
Asphalt in Bituminous Base	330	tons	31.00	10,230.00
Asphaltic Concrete Mixture	19,300	tons	3.31	63,883.00

Asphalt in Mixture	1,070 tons	$ 31.00	$ 33,170.00
RS-1 Asphalt	4 tons	100.00	400.00
			$ 596,985.40
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Signing (Temporary)	All Required		400.00
			$ 5,400.00
Subtotal			$ 602,385.40
10% Engr. & Cont.			60,237.60
Total			$ 662,623.00

Length of Roadway 2.036 miles
Cost of Roadway per mile $325,453.33

Federal Funds -	$ 609,000.00
State Funds -	53,623.00
	$ 662,623.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-4(12)137

WEST UNIT, ARLINGTON-HEPPNER JUNCTION INTERCHANGE SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 18, 1963

Type Code 6201
Roadway (Sta. "WB" 73+50 to Sta. "WB" 181+00)

Clearing and Grubbing	All Required		$ 7,500.00
Drainage Excavation, Unclassified	280 cu.yd.	$ 3.00	840.00
General Excavation, Unclassified	707,000 cu.yd.	0.55	388,850.00
Extra for Selected Subgrade Material	48,000 cu.yd.	0.15	7,200.00
Extra for Gravel Blanket Material	800 cu.yd.	1.00	800.00
Short Overhaul	2,580,000 yd.sta.	0.01	25,800.00
Long Overhaul	28,500 C-yd.sta.	0.40	11,400.00
Finishing Roadbed and Slopes	2.04 mile	1,200.00	2,448.00
Rounding Cutbanks	10,600 lin.ft.	0.20	2,120.00
18-inch Culvert Pipe (Concrete or Uncoated Metal)	120 lin.ft.	4.50	540.00
18-inch Corrugated Steel Pipe	150 lin.ft.	5.00	750.00
24-inch Corrugated Steel Pipe, 10 Gage	400 lin.ft.	10.00	4,000.00
24-inch Uncoated, 14 Gage Corrugated Steel or Concrete Pipe	150 lin.ft.	6.50	975.00
24-inch Uncoated, 14 Gage Corrugated Steel or Extra Strength Concrete Pipe	480 lin.ft.	7.00	3,360.00
6-inch Drain Pipe (Rigid Type or Uncoated Metal)	70 lin.ft.	2.00	140.00
6-inch Perforated Drain Pipe (Rigid Type or Uncoated Metal)	440 lin.ft.	2.00	880.00
Special Backfill in Drains	56 cu.yd.	6.00	336.00
18-inch Culvert End Sections	8 only	50.00	400.00
24-inch Culvert End Sections	5 only	65.00	325.00
Salvage and Reinstall Type 2 Fence	850 rod	5.00	4,250.00
Guard Rail	14,900 lin.ft.	2.50	37,250.00
Rail End Pieces	24 only	5.00	120.00
Type 2 Barricade	350 lin.ft.	4.50	1,575.00
Guide Posts, W-1	130 only	7.25	942.50

Coarse Crushed Material in Base	39,500	ton	$ 1.35	$ 53,325.00
3/4" - 0 Material in Base	8,000	ton	1.45	11,600.00
Sprinkling	3,060	M-gal.	3.00	9,180.00
Plant-Mix Bituminous Base	7,900	ton	4.00	31,600.00
Asphalt in Bituminous Base	330	ton	36.00	11,880.00
Asphaltic Concrete Mixture	19,300	ton	4.30	82,990.00
Asphalt in Mixture	1,070	ton	36.00	38,520.00
RS-1 Asphalt	4	ton	70.00	280.00
				$742,176.50

Flagging (57½% of Contractor's Cost)	All Required	$ 5,000.00
Signing (Temporary)	All Required	400.00
		$ 5,400.00
	Subtotal	$747,576.50
	10% Engr. & Cont.	74,757.50
	Total	$822,334.00

Length of Roadway - - - - - - 2.036 Miles
Cost of Roadway Per Mile- - - $403,896.85

Federal Funds -	$756,000.00
State Funds -	66,334.00
	$822,334.00

RECEIVED
SEP 24 1964
FOR FILING

September 23, 1964

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On September 10, 1964, we wrote to you concerning release of final payment on Contract No. 6299, awarded to Roy L. Houck Sons' Corporation, for grading and paving the West Unit, Arlington-Heppner Junction Interchange Section of the Columbia River Highway in Gilliam County.

Final payment on this contract is $29,848.63 and the total contract amount is $721,504.53, including $165,327.95 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Roy L. Houck Sons' Corp.
P.O. Box 671
Salem, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
SEP 9 - 1964

FOR FILING 12-63 84676

I

6299

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1964

SUBJECT: BPR Inspection-in-Depth
East Arlington Section and
L. P. Shaw's letter of August 18, 1964
requesting investigation

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

In reply to your letter of August 18, 1964 regarding Bureau of Public Roads Inspection-in-Depth from June 9 to 12 covering our field testing and control practices stated on page 2 under the heading "Arlington-East" that improper drying of A.C. pavement aggregate was resulting in "sand boils" and "fat spots", I forward herewith copies of a report received from Mr. John H. Walker, Assistant Construction Engineer, a copy of a report from Mr. Alfred Shirley, Jr., Assistant Division Engineer, and a report from Mr. O. A. White, Assistant Engineer of Materials.

These reports, I believe, clarify the question in the minds of the Bureau of Public Roads that we did take adequate steps to correct the "sand boils" and "fat spots".

F. D. Morgan
Construction Engineer

FDM:fp
Attach.

RECEIVED
SEP 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 20M 12-63 84678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1964

SUBJECT: BPR Inspection-in-Depth
East Arlington Section and
L. P. Shaw's letter of August 18, 1964,
requesting investigation

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

As per your request I have made a field examination and investigation of the West Unit of the Arlington-Heppner Jct. Section of the Columbia River Highway, Contract No. 6299. The investigation regarded field testing and control practices as observed by Mr. Brooks and Mr. Schwegler of the B.P.R. on their in depth inspection and concerning mainly sand boils and fat spots in the Asphaltic Concrete being placed at the time of their trip.

On August 25 I met with Mr. Shirley, Assistant Division Engineer, W. C. Ferguson, Resident Engineer, R. E. Rennells, Division A.C. Plant Inspector and Mr. Oscar Patridge, Street Inspector, all of the Oregon State Highway Department. Mr. Ronald Banzer, the Resident Engineer's A.C. Plant Inspector was missing as he was on vacation and not available at that time.

Mr. Shirley and myself inspected the westbound lane section of this project where the A.C. problem occurred. The northerly lane was the only one in which the fat spots appear. In this area 15 areas were evident where material had been removed and patched out. (See accompanying pictures which are typical). We counted 15 other areas where small fat spots were evident, these spots varied in size from an estimated 1-3 square feet. All areas observed were on the top lift of pavement.

The paving of this area was done on June 11, 1964. According to information received it had rained the previous day and night. I have no doubts but what this added considerably to the A.C. problem, especially as the aggregate produced was visicular and very susceptible to moisture.

Interviewing Mr. O. C. Patridge, Street Inspector, about the asphalt mix, brought out the fact that he was quite concerned about the boils which were occurring and was in touch with the plant regarding them. According to this conversation the plant was being adjusted as to the drying phase to eliminate the problem. Mr. Patridge required the major fat or boil areas to be removed and repatched.

It is my opinion that a few of the fat spots have developed since the paving and patching.

I did not, as previously stated, personally interview Mr. Banzer as he was not available. However, Mr. Shirley did so at a later date and I am informed that Mr. Banzer was well aware of the situation and attempting to get the problem corrected. Mr. Banzer is relatively new at A.C. plant inspection and it may be that he was somewhat questionable as to the exact procedure of correcting such a situation. The BPR report insinuates that possibly the inspector was afraid of the contractor. Mr. Banzer worked several years for me and there is no doubt in my mind but what he is not afraid of any contractor or anyone else. It may be that some of the less experienced men are reluctant to shut down completely a contractor until they are sure of themselves and that they are not jeopardizing the State's interests as far as future claims are involved.

William Ferguson, Resident Engineer on the project was interviewed and it was ascertained that he issued instructions that day to his personnel that mix which contained enough moisture to cause boiling was not to be accepted. I believe by this time the problem had been solved.

Mr. Shirley advised that Mr. Brooks called Mr. Parson regarding the boils and Parson immediately got in touch with Mr. Rennells, Division Plant Inspector, and ordered him to immediately go to this project to assist in the problem.

I interviewed Mr. Rennells and at the time of trouble he was in the Baker area mixed up with a BPR inspection in depth which Lowell Jensen, BPR Area Engineer, was conducting. Mr. Rennells, however, immediately went to the Houck project and was there the next morning. He states that when he arrived the situation of boils had been corrected and all was running smoothly.

Attached find excerpts from job diaries of Banzer, Patridge and Ferguson concerning the A.C. problem.

Also attached is a report from Oscar White who also investigated the situation after its occurrence.

During all of the interviews I asked each State employee about the Engineer-Contractor relations on the job and at this time in particular. In all cases the report was that no problems along this line were encountered and the contractor cooperated fully whenever correction requests were made.

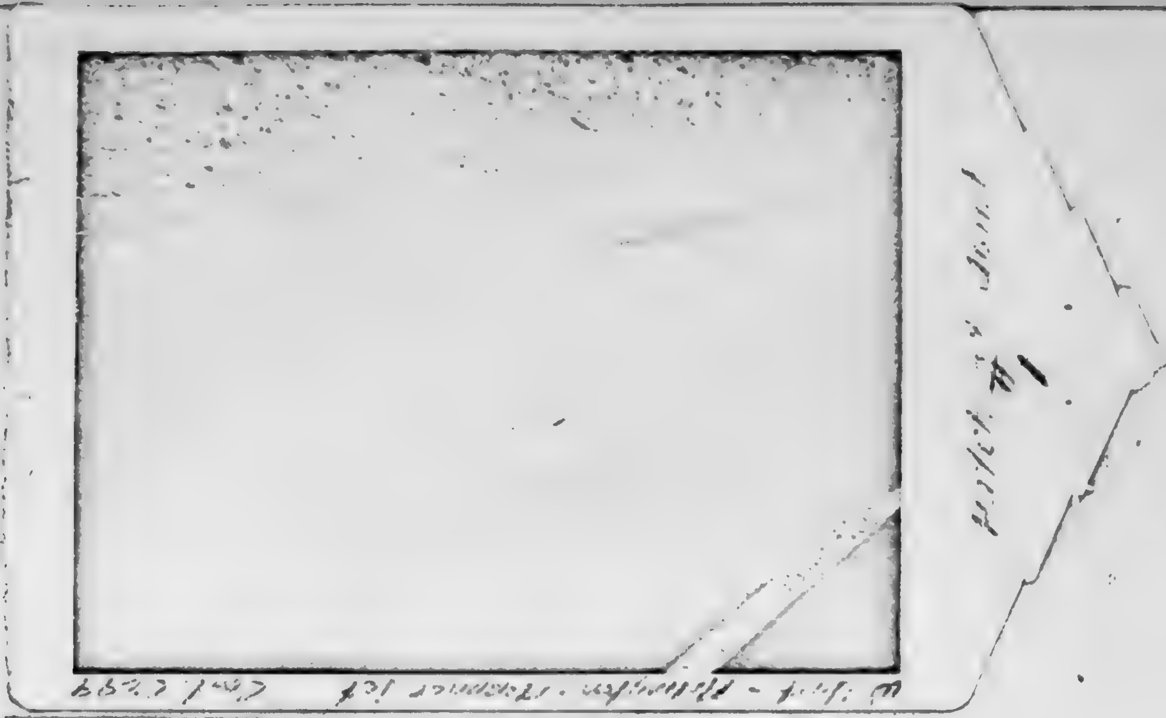
Considering all of the above data it is my opinion that corrective action was taken, perhaps not as quickly as it would have been under old experienced plant men who had been in these situations before. There is no question but what the men involved now know how to cope with such a situation.

There also appears no basis for questioning contractor's personnel as to disregard in cooperation with Highway Department personnel.

John H. Walker
Assistant Construction Engineer

JHW:bjm
Attachments

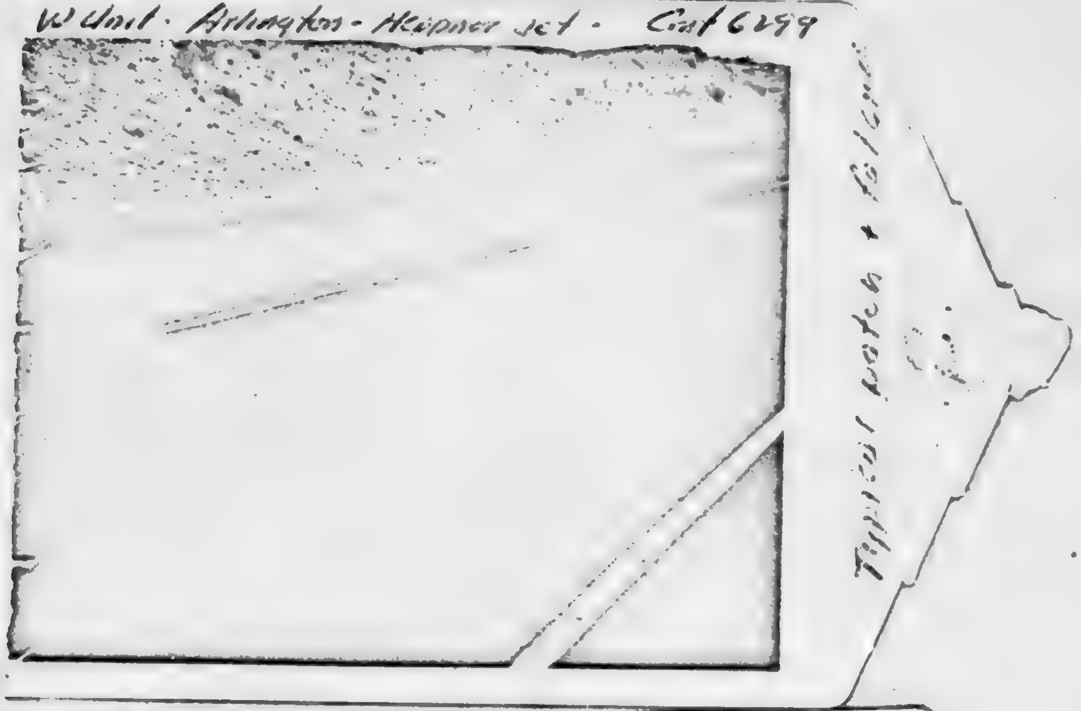
RECEIVED
SEP 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER



W Unit - Arlington - Heppner Jct Cnt 6249

patch at joint

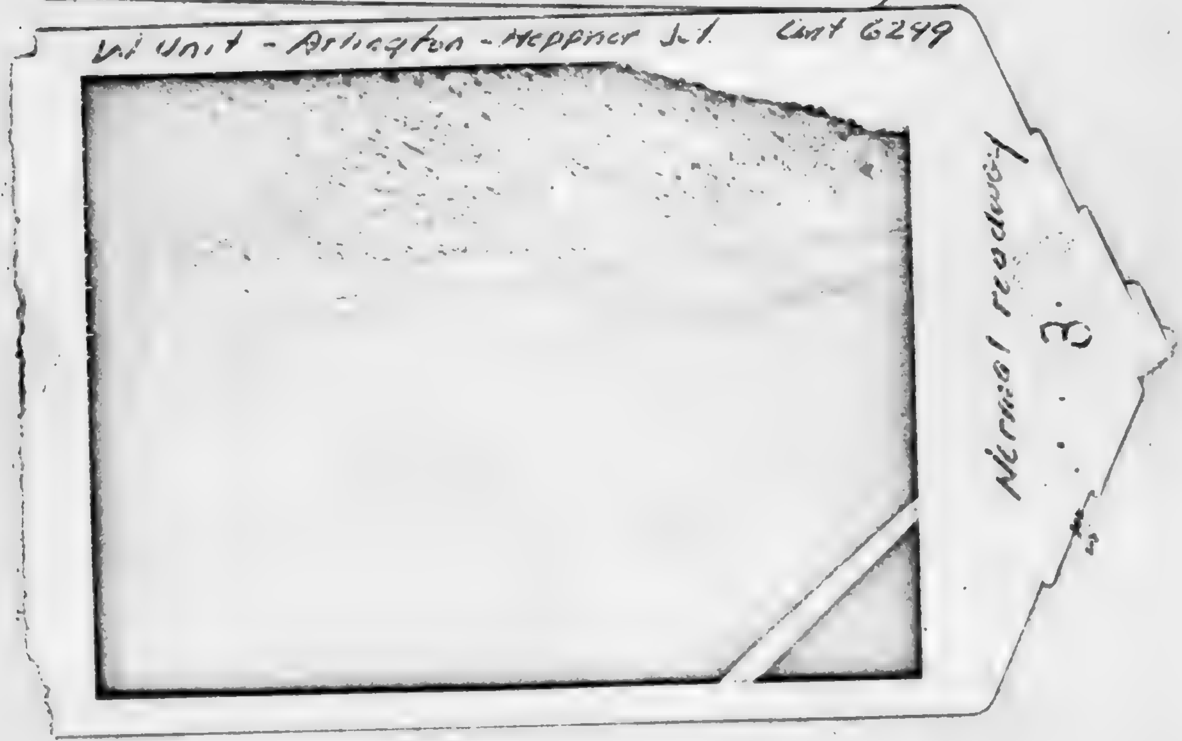
1



W Unit - Arlington - Heppner Jct - Cnt 6249

Typical patch + bleeding

2



W Unit - Arlington - Heppner Jct. Cnt 6249

Normal roadway

3

FORM H-30 80M 2-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon. 97850
August 26, 1964

AUG 31 1964
REC'D DIV. OFFICE
LA GRANDE

NOTED
A. SHIRLEY

To: Mr. John H. Walker,
Ass't. Construction Engineer
Salem

SUBJECT: Transcripts from Job Diarys for
West Unit, Arlington -
Heppner Jct. Interchange Section
Columbia River Highway I-80N
Gilliam County
Contract No. 6299

June 11, 1964:

W. C. Ferguson: Some difficulty with moisture in AC Mix at noon. Draft on dryer adjusted for correction.

R. L. Banzer: BPR man Brooks on the project and was quite upset about moisture coming up in the mix on the street. He didn't beleive me when I said it was moisture when he asked me about it. This is the first time any moisture has shown to the extent of coming up on the road. Contractor closed the damper on the dryer some and stopped it. The spots do not show after the mat is rolled and cools some. BPR man took a record sample with him. He was in such a hurry I didn't get to fill in the entire form.

O. C. Patridge: 7A.M. "WB" Lt. top 12'x2" sta. 123+65 to 125+00. This section of mat that was laid yesterday was badly checked, not bonded to the base mat and indicated poor roller work. I had the contractor blade this section from the road and relay (pave) this section. Approximately 20.12 ton AC mix. 8:30A.M. "WB" Lt. top 12'x2" sta. 125. The paver made a very poor joint and take off. I had the contractor blade 20' ft. of mat from the road and start over again. Approximately 2.98 tons. Paved "WB" lt. 12'x2" top sta. 125+00 to 72+50. Used 789.33 tons mix. Paved "WB" lt. 10'x2" shldr. sta 181+50 to 150+00. Used 582.38 tons mix. Total 1180.710 tons AC mix today. 4P.M. Mr. Ferguson (Res. Engr.) told me any AC mix showing excessive moisture to cause boils was not to be accepted on the roadway.

Sheet 1 of 2.

Transcripts from Job Diarys for
West Unit Arlington -
Heppner Jct. Interchange Section
Columbia River Highway I-80N
Gilliam County
Contract #6299

Sheet 2 of 2 sheets.

June 17, 1964:

W. C. Ferguson: I arrived on the project in early A.M. The contractor paving operation shut down temporarly to remove and patch numerous spots of excess asphalt in the base lift of AC between stations "WB" 181 and 150 rt. side. Oscar White was on the project and advised that the asphalt content in the AC could be reduced by 0.5% of a percent.

O. C. Patridge: 7:15 A.M. the paving machine started "WB" rt. base 11 ft. panel x 2" sta. 181+50 to 150+00. Where wesrequested the contractor to stop temporarily and remove numerous spots of (slick) excess asphalt from the mat and patch them with suitable material. There were some spots (aerias) of unsuitable rolling. All of this he did as we ask. There was approximately 12 tons of mix removed from the roadway an replaced in patching. A total of 53 tons of unsuitable B mix was rejected today.

W.C. Ferguson

W. C. Ferguson,
Resident Engineer.

WCF:lc
cc.:File

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SEP 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80X 50M 3-63 40600

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1964

SUBJECT: Arlington-Heppner Jct.
West Unit Project
Contract 6299
F. A. No. I-80N-4(12)137
Asphaltic Concrete

To: Frank Morgan
Construction Engineer
Office

During pavement construction on the west bound lanes of subject project some concern was reported regarding the quality of the pavement being laid. A visitation was immediately made for the purpose of evaluating the reported problems. This visitation was followed up with laboratory tests on samples cut from the pavement at two stations (90 and 150). Two samples were taken from each traffic lane and the shoulder, thus each day's production on this section is represented by two or more samples.

The results of tests are shown below along with the design for each type of pavement.

Test Results

Field Samples From Pavement

Sta. 90 W.B. Sta. 150 W.B.

Shoulder

	Design %	Laid 6/12 %	6/25 %	6/11 %
$\frac{3}{4}$-$\frac{1}{2}$	11.7	8.4	10.4	14.8
$\frac{1}{2}$-$\frac{1}{4}$	27.5	25.5	23.4	23.1
$\frac{1}{4}$-4	7.8	9.4	9.7	7.7
4-10	20.2	21.6	19.5	18.1
10-40	15.5	17.0	15.9	18.6
40-80	3.1	3.0	3.0	3.5
80-200	3.5	3.4	2.5	3.0
P200	3.4	3.9	4.2	3.6
A C	7.3	7.8	6.4	7.6
Voids @ 100% Rel.	3.2	1.2	4.0	0.4
Comp.-Relative	92	95.1	93.2	92.3

CONSTRUCTION DIVISION
RECEIVED
AUG 10 1964
☐ ☐ ☐
CCE

Top

		OW-WB Lt.	OW-WB Rt.	OW-WB Lt.	OW-WB Rt.
Laid		6/25	6/25	6/10	6/22
$\frac{3}{4}$-$\frac{1}{2}$	11.8	12.3	12.4	9.5	10.6
$\frac{1}{2}$-$\frac{1}{4}$	27.7	26.4	26.3	26.8	29.4
$\frac{1}{4}$-4	7.9	8.8	8.8	9.6	9.5
4-10	20.4	20.7	19.8	21.5	19.0
10-40	15.6	14.4	16.2	15.2	13.3
40-80	3.1	2.7	3.1	2.9	2.9
80-200	3.5	3.8	2.4	3.6	4.8
P200	3.4	4.3	4.8	4.7	4.4
A C	6.4	6.5	6.2	6.2	6.1
Voids @ 100% Rel.	4.8	5.8	2.4	4.8	6.3
Comp.-Rel.	92	96.5	95.2	94.7	93.3

Base

		OW-WB Lt.	OW-WB Rt.	OW-WB Lt.	OW-WB Rt.
Laid		6/18	6/18	6/9	6/17
$\frac{3}{4}$-$\frac{1}{2}$	11.7	12.2	13.6	10.5	15.7
$\frac{1}{2}$-$\frac{1}{4}$	27.6	24.8	24.5	22.5	29.0
$\frac{1}{4}$-4	7.8	9.6	7.8	7.6	8.3
4-10	20.3	20.4	19.4	22.9	17.3
10-40	15.5	14.2	17.2	17.3	11.9
40-80	3.1	2.8	3.2	3.2	2.4
80-200	3.5	4.9	2.7	3.3	4.0
P200	3.4	4.7	4.2	5.7	4.2
A C	7.1	6.4	7.4	7.0	7.2
Voids @ 100% Rel.	3.2	2.0	3.2	2.0	2.4
Comp.-Rel.	92	95.3	95.9	95.2	93.9

Comparisons of the data will show the analysis of the cut samples to be in very good accord with the design in regard to gradation, asphalt content, and compaction.

At the time of visitation there was evidence that the material had not beem sufficiently dried prior to mixing. The aggregate is of a vesicular nature and holds a high percentage of water which was provided by rain during the previous night. A normal rate of production could not give sufficient time for drying with the result that the hot asphalt caused "boils" when in contact with the water and when spread out on the roadway. At the time of my arrival at the jobsite this situation had been corrected by the Engineer and his inspectors. The boils which occurred that day were being removed and replaced. Pavement laid the remainder of the day showed no indication of boils. It was stated that the boils occurring on pavement previously laid would be removed and replaced.

On the basis of observation and opinion it was believed the mix as designed was being compacted somewhat greater than calculated in the design. It was therefore recommended that the asphalt be slightly reduced from that stated in the design until further tests were made. The above tests indicate a slightly lower void content than that stated in the design. The recommended lower asphalt content has therefore not been changed.

It is the conclusion of this Department that the pavement laid is of good quality and that control difficulties were adequately taken care of by the Engineer and his inspectors.

OAWhite
O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. A. F. Parson
W. C. Ferguson
G. R. Brooks (BPR)
✓ J. H. Walker
R. E. Rennells

RECEIVED
SEP 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible]

[illegible]

September 8, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 7 on Contract No. 6299. The contract was with Roy L. Houck Sons' Corporation and was for grading and paving on the West Unit, Arlington-Heppner Junction Interchange Section of the Columbia River Highway in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 8, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: September 4, 1964

SECTION West Unit, Arlington -Heppner Jct. Interchange

SECTION PREFIX 611-1059

HIGHWAY Columbia River

COUNTY Gilliam

NAME OF JOB West Unit, Arlington - Heppner Jct. Interchange

KIND OF WORK Grading and Paving

CONTRACTOR Roy L. Houck Son's Corporation

CONTRACT NUMBER 6299

FEDERAL AID PROJECT NUMBER I-80N-4(12)137

DATE OF CONTRACT July 18, 1963

DATE WORK STARTED August 26, 1963

~~ESTIMATED~~ COMPLETION DATE August 7, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS 160 Additional Granted 33

WORK DAYS USED 181

PERCENT OF TIME ELAPSED 94

PROJECT AUTHORIZATION: $809,078.58

ENGINEERING AUTHORIZATION $57,222.83

EXCLUSIVE OF ENGINEERING: $751,855.75

ENGINEERING COST TO DATE $63,450.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $732,229.67

PERCENT OF AUTHORIZATION 111%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.6%

DATE PROJECT WAS COMPLETED: August 7, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Slide Corr.
100	100	100	0	100	100	0	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.29	2.29		2.29	2.29
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.29	2.29		2.29	2.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)	797,000	47,000		330TonAsph 7500TonMix	1070 TonAsph 19300TonMix
TOTAL QUANTITIES CORRECTED TO DATE	619,133.2	45,225.64		6475TonMix	18,275TonMix
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	619,133.2	45,225.64		6475TonMix	18,275TonMix
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	Chgd. W/Day	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast Rain	0	No	
TUESDAY	Overcast Rain	0	No	
WEDNESDAY	Overcast Rain	0	No	
THURSDAY	Part Cloudy	0	No	
FRIDAY	Part Cloudy	0	No	
SATURDAY				

NOTED
JOHN R. [illegible]

CONSTRUCTION DIVISION
RECEIVED
SEP 8 1964
NOTED: ☐ CE ☑ ACE ☐ ACE ☐ ☑ CDE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Work Preformed
TUESDAY	" " "
WEDNESDAY	" " "
THURSDAY	" " "
FRIDAY	" " "
SATURDAY	

REMARKS

FINAL REPORT

Semi-final estimate submitted to the Division Office Monday of this week.

SIGNED WC Ferguson

ADDRESS P.O. Box 7[illegible]3 LaGrande, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 12, 1964

08-35.4-BC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Materials Testing and Control, Inspection-in-Depth

An Inspection-in-Depth performed by our Regional Materials Engineer at your Materials Laboratory early in May indicates in general an efficient, well staffed operation. However, your attention is invited to a few recommendations contained in the attached report that are worthy of consideration:

1. Establishment of appropriate testing laboratories in each Division office. (Except Salem)
2. Surveillance of Division Laboratories by the Central Laboratory to assure standardization, adequate training and proper procedural techniques.
3. A specific need for manuals to spell out techniques and methods, and to outline clearly the basis for acceptance or rejection of materials.

Under the portion of this report titled "Field Testing-Oregon" there are several reported weaknesses in testing techniques that indicate a need for additional intensive training of personnel entrusted with field testing responsibilities.

We do not feel that this report should be construed to indicate your Central Laboratory has significant problem areas, but rather the information contained in this report should be critically analysized as part of your overall improvement program.

We would appreciate your review and comments on this report.

Attachment

[illegible]

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AUG 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 30 1964

FOR FILING

I 50N-4(2)1-7

6-11

July 29, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 2
August 27, 1964 Meeting

Gentlemen:

We have a request for an extension of time on the West Unit, Arlington-Heppner Junction grading and paving project on the Columbia River Highway in Gilliam County. This project, Contract No. 6299, is under contract to Roy L. Houck Sons' Corporation of Salem.

The contractor has requested an extension of 33 workdays which is the actual time required to do the necessary slide correction work on the project by force account. This would increase the workday allowance from the original 160 days to 193 and would eliminate liquidated damages on the project.

Grant of the time extension as requested is recommended. The Bureau of Public Roads concurs in this recommendation.

This matter will be on the agenda for your consideration at the August 27 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

CHB:bjm bbc

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SEP 25 1964

6299

#2

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6299 Contractor Roy L. Houck Sons, Corp.

Highway Columbia River

Section W. Unit, Arlington-Heppner Jct.

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Granted. The grading operations in the removal of approximately 150,000 cubic yards of material in a slide required 33 additional days of work.

APPROVED BY HIGHWAY COMMISSION
DATE Aug. 27, 1964 for 33 days
Floyd Query
Secretary

Recommended for Approval:

S.T.L.
Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6299
Project designation I80N-4(12)137 State-Federal
Date awarded July 18, 1963
Work started August 26, 1963
Per cent completed 99% - 7/13/64 Date
No. of Workdays Allowed 160
No. of Workdays Used 172
No. of Added Workdays Requested 33

State Printing 27920

E-320 (Rev.)—5M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 25, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 193 days, within which to complete our Contract No. 6299, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Grading Force Account Work (No. 3) caused a delay in surfacing work. This slide correction began April 13, 1964 and ended May 27, 1964 or 33 days.

Respectfully submitted,

ROY L. HOUCK SONS' CORPORATION
Contractor

By James E. Houck

CONSENT OF SURETY

Date June 30, 1964

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact

(SEAL)

Resident Agent

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: July 21, 1964

In reply refer to: 08-35.4-DA

FROM : A. [illegible] Parsons, Division Engineer
Salem, Oregon

SUBJECT: Time Extension
West Unit, Arlington-Heppner Junction Section
Columbia River Highway, Project No. I-80N-4(12)137

We have reviewed your request for a 33 workday extension on subject project. We believe the contractor is justified in requesting time for the number of days required to eliminate the slide. We concur in your recommendation.

[illegible]
OFFICE OF
[illegible]

Copies to
Young
Morgan
7-28-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

July 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Time Extension
West Unit, Arlington-Heppner
Junction Section
Columbia River Highway
Project No. I-80N-4(12)137

Dear Sir:

We have received a request for a time extension from Roy L. Houck Sons' Corporation, contractor on the above-mentioned project. The request is for 33 workdays, which is the actual number of workdays required to stabilize the slide on this project under Extra Work Order No. 3.

By computing the overrun in time, basing it on the overrun in project cost and the original workday allowance, we also get exactly 33 workdays. We, therefore, recommend an extension of 33 workdays as requested.

As of July 10, the contractor had been charged 172 workdays; the original workday allowance was 160 days. The project is now essentially complete, so the 33-day extension will eliminate liquidated damages on the project.

Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm: ajw

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1964

SUBJECT: Extension of Time
W/ Unit, Arlington-Heppner Jct. Section
Columbia River Highway
Contract No. 6299

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Roy L. Houck Sons' Corporation, contractor on this project, for a 33-day time extension on this project. The contractor requests this additional time because of the large slide which occurred on the job.

Our records show that 33 days were required to remove the approximately 150,000 cubic yards of material involved in the slide. Also, based on the increased cost and the original time allowance, exactly 33 days could be justified.

We, therefore, recommend the requested 33 day time extension. The Bureau of Public Roads Area Engineer concurs in this recommendation.

As of July 10, a total of 172 workdays had been charged. The original workday allowance was 160 workdays. The project is now essentially complete, so the 33 workday extension will eliminate liquidated damages on the project.

Rough drafts to the Bureau of Public Roads and the Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments
=
cc: L. H. Young

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JUL 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 22 1964

FOR FILING

Salem, Oregon
July 21, 1964

Increase in Project Authorization

W. C. Ferguson

Resident Highway Engineer

This is to advise you that at its meeting of July 14, 1964, the Highway Commission approved an increase of $130,945.00 in project authorization on Contract No. 6299, W. Unit, Arlington-Heppner Junction Interchange Section of the Columbia River Highway in Gilliam County.

The new authorization for construction is $809,078.58. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

DBP:kc

cc: A. F. Parson

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JUL 21 1964

FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Lloyd P. Shaw

July 14, 1964

08-35.4-DA

Original signed by
T. Dee [illegible]
Eng. Coordinator

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon I-80N-4(12)137
W. Unit Arlington-Heppner Jct.
Inspection-in-depth

Attached is a copy of an Inspection-in-Depth made on the subject project concerning the Materials Control phase of the job.

The findings and recommendations of this inspection have been discussed with Mr. Walker of the Construction Department. It is our belief that corrective procedures have been instituted concerning the minor problems revealed here. However, any comments you may wish to make concerning corrective action taken will be greatly appreciated.

Attach.

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JUL 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original to Morgan
el young
7-20-64

NOTED
LLOYD P. SHAW

STATE COPY

Form PR-33
(5-2-56)

Region ~~Division No.~~ 8
Division ~~District~~ Oregon
Project No. I-80N-4(12)137

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Report on INSPECTION-IN-DEPTH FOR MATERIAL CONTROL

Inspection made by L.C.Jensen, Area Engineer L.C. Jensen *Date inspection made* May 25, 26, 1964

In company with [illegible], Construction Engineer, D. L. Levien, Highway Engineer, Portland Regional Office; and H. Scott Coulter, Asst. Division Engineer, W.C.Ferguson, Resident Engineer, John W. [illegible], Field Testing Engineer, OSHD.

Review of Plans, Specifications and Project Records	6 hours
Travel time	4 hours
Field inspection	16 hours
Write-up time	16 hours
Total time for report	42 hours

OREGON INTERSTATE PROJECT I-80N-4(12)137
West Unit, Arlington-Heppner Junction Section
Columbia River Highway

Description of Improvement

The work to be done under this contract consists of grading, surfacing and paving, high type code 6201, metal guardrail, and other incidental work.

The contract project begins at Westbound Station 73+50, which is 0.07 miles east of the City of Arlington, and goes easterly 2.036 miles to Station 181+00, which station is 7.2 miles west of the junction of the Columbia River Highway and the Heppner Highway.

Project Availability

The State's letter of July 18, 1963, reports all rights-of-way or rights-of-entry have been acquired and would be available to the low bidder. Bids were opened July 16, 1963.

Contractor

Roy L. Houck Sons' Corporation, Salem, Oregon

Subcontracts

None.

SUMMARY AND RECOMMENDATIONS

The project records were current.

The documentation on project reports were deemed satisfactory with exceptions as recorded. The project records viewed show the contractor sends to the Resident Engineer office loads counts and time worked by water trucks, and on this basis State materials receipts are issued. The State representatives feel their intermittent check is sufficient in lieu of a full-time water checker. Recommendation is made to provide documentation that there are conditions present which make it possible to accept the contractor's recording of water quantity rather than provide a State inspector for this purpose.

The field laboratory, furnished by the contractor, was placed too near the crusher. The available space for this laboratory is limited due to the steepness of the hillside near the quarry. Tests made for liquid limit were confined to the noon hour or shift change when only the diesel power plant was idling and not under full power. In connection with the finding, it was noted that there was no evidence that computations made in connection with tests were checked. It was noted that work sheets had not been initialed. Headings of some test reports forms had not been filled out for complete identification. Apparently this is an omission of the night shift. Recommendation is made that the Resident Engineer or his Assistant make this a daily assignment to insure the completeness of the reports. The laboratory technician on the day shift made a liquid limit test in the presence of the engineers during this depth inspection. It was observed he was using a short cut approach in attempting to obtain the 25 shock point almost by blind moisture adjustment. He did not appear to have full knowledge of the development of a "flow curve" as shown in AASHO T 89-60. Several other observations were made such as size of sample, method of mixing, and delay in taking moisture samples. Recommendation is made to give this technician additional training and supervision by those in control of training.

It was ascertained that no measurement of materials requiring weighing had been required on the work to date.

No allowance has been made on an estimate for materials produced and stockpiled so there was no need of documentation in this regard.

Engineering Personnel

Mr. W. C. Ferguson, Resident Engineer, has worked in this capacity for the previous three construction seasons. Other assignments before that he served as an Assistant Resident Engineer on projects similar to the one presently being constructed. The personnel assigned to be his assistants have had similar assignments in this part of the State of Oregon and are deemed capable and qualified.

Engineers Diary and Office Records

Diaries of the Resident Engineer and his chief of parties were examined. The diaries were found to be in detail and in addition the office man keeps a daily job journal which combines a composite record of all diary [illegible]. The daily journal does not in any instance replace the individual diaries. [illegible] was made that separate diaries are kept for all [illegible] account work and for all work for utilities and these are [illegible] to the Central Office upon job completion. The Resident Engineer's diary has a line drawn from the bottom of his record to the bottom of the page which is commendable because it is a diary record and no additions or deletions can be made thereto. The records observed were neat, legible and filed in such manner that they can be brought forth for use immediately upon request.

The Notice to all personnel engaged on Federal-aid Highway Projects [illegible] to Title 18, United States Code, Section 1020, is posted on the office bulletin board.

A review of compaction tests made to date shows 402 have been made. The Resident Engineer maintains a log of the tests to show both horizontal and vertical location of each test. These records indicate excellent coverage of the embankment at all depths and widths. Some reports indicated it was the opinion of the technician that the material was over 25% rock. It was recommended the percentage of rock as viewed by the technician be recorded and for borderline tests a sieve analysis should be made to [illegible] the percentage of rock. Some of the compaction were [illegible] record tests having been made or witnessed by the Assistant [illegible], Gordon Cochran. His observations are documented on a [illegible] form and are a part of the file in the project office.

As [illegible] in the Summary and Recommendations, the project records viewed [illegible] that the contractor is turning into the Resident Engineer time cards of the water truck drivers on which are recorded the number of hours worked and the number of loads hauled. We were informed that on the basis of these cards and subject to intermittent check by the field inspector, the State issues a materials receipt to cover the deliveries made--one for each truck per shift. There was considerable discussion on this point and the State representatives feel they can show that the intermittent check will control the contractor to an extent that will preclude the need for and the cost of a full-time water checker on the work. A review of the project records shows Price Agreement No. 2 was authorized to document the use of a certified meter to measure water for sprinkling. This price agreement did not change the unit cost nor the quantity. The contractor began using a belt loader at Station 150 when excavation work began. The material was found to be large boulders. The belt loader was unsatisfactory and it was necessary to bring in a power shovel. The plan for loading water at the certified meter had to be altered because of the change in the construction plans. Later the contractor approached the State for payment to move the certified meter to a new location. This was deemed to be the contractor's responsibility and participation was denied. The meter use was stopped.

The contract calls for placement of 48,000 cubic yards of selected subgrade material. This material is placed in lifts, watered and rolled. It was agreed that the material was not adaptable to usual field testing for compaction by reason of its being too rocky. The State maintains an inspector on the job to judge as to the adequacy of placing, rolling and compaction. Project personnel state that the contractor can be called back to re-work if soft spots develop. The Division geologist makes a final inspection of this phase of the work.

The files contain copies of laboratory reports on wooden braces and corner posts for fencing. These were initialed as being previously viewed by Assistant Area Engineer Nichols. No new wire has been used to date, but the Resident Engineer advises there will have to be some.

Project records show that 172 control tests were performed for the approximately 19,000 tons of course base material stockpiled. Seventy-two tests have been performed on the 15,900 tons of 3/4"-0 material to be incorporated in the aggregate base and asphalt base. Two hundred two tests have been performed on aggregate for the asphaltic concrete mixture. All of the above are selection samples. In addition, there have been Sand Equivalent, Liquid Limit and Plastic Limit tests performed on materials containing fines susceptible to this activity.

The Contractor decided to use metal pipe on this project. All sizes shown in the bid schedule have been used with exception of 6-inch drainpipe, rigid type corrugated metal and 6-inch perforated drainpipe rigid type corrugated metal. A review of the files reveals a certification has been received for each shipment of pipe to the project. There were also copies of laboratory and State inspection reports for all pipe on the project in the Resident Engineer's file. The file also included a field inspection report of an on-the-job inspection for each shipment of pipe to ascertain no damage in shipment or storage has occurred.

Creosoted posts for guardrail were shipped to the project May 25. No certification accompanied the shipment nor received through the U.S. mail on this date. Each post carried the imprint of an Oregon State inspector's hammered stamp. This is an 'O' with an 'S' inside, which signifies 'Oregon State'. The Resident Engineer was appriced the documentation would be at his office May 29th. Area Engineer Jensen verifies the reports were in the file on that date.

FIELD CONTROL

The summary and recommendation paragraphs discussed the field laboratory and the technician who was observed at work there. Additional information would help to clarify and broaden the scope of this work. According to Mr. J. W. Walker, Field Testing Engineer, the State is now conducting an inspectors' training school. Four hundred sixty-two inspectors have gone through this training, which consists of about 6-1/2 days and covers such subjects as Field Job Control, BPR Requirements, Basic Soils Study, Sampling Procedures, Evaluation of Test Results, Inspection and Control, Contractor Relations, Documentation, and a similar Paving Section. The technician at the crusher plant has not had this training. We were informed he had spent one week on another project with a man who had received the training before being assigned to his present work.

[illegible]

The Division Engineer or one of his two assistants visit the project about twice weekly. In addition to these visits the Division geologist or his assistants (including the Division paving engineer) visit the project and do the record sampling and job progress sampling for the Central Office.

RECEIVED
JUL 2 1964

FOR FILING

[illegible]

6299

July 1, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization is anticipated on the West Unit, Arlington-Heppner Junction grading and paving project on the Columbia River Highway in Gilliam County. This project, Contract No. 6299, is under contract to Roy L. Houck Sons' Corporation of Salem.

The original project authorization was $678,133.58. The present anticipated cost is $809,077.83, indicating an overrun of $130,944.25 or 19.3 per cent.

The overrun was caused by a large slide which required removal of a large amount of material for stabilization.

Your approval of an additional authorization in the amount of $130,945 is recommended.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

FORM E-90 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 19, 1964

SUBJECT: Project Authorization Overrun
W. Unit, Arlington-Heppner Jct. Section
Columbia River Highway
Contract No. 6299

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a report of an expected overrun of the original project authorization on this project. The original project authorization was $678,133.58. The present anticipated cost is $809,077.83, indicating an overrun of $130,944.25 or 19.3%.

The reason for the overrun is a slide which occurred on the project. A work order was approved for $177,801.50, but this was partially offset by a savings in General Excavation brought about by a line and grade change through the slide area. Grading on the project is now complete.

A rough draft to the Commission is attached, and we recommend favorable consideration by the Commission.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachment

cc: L. H. Young

RECEIVED
JUN 22 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1964

Form No. E-372—10M—7-55

A

J 80N-4[illegible]

OREGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name West Unit, Arlington - Heppner Jct. Interchange Date June 5, 1964

Highway Columbia River Contract No. 6299

County Gilliam Kind of Work Grading & Paving Contractor Roy L. Houck Son's Corp.

Contract Amount $596,985.40

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount	
Major items, itemized:				
General Excavation	82,000	$0.40	-$32,800.00	
Minor items, unitemized algebraic total			+542.60	
Subtotal				$-32,257.40
Approved work orders (Price, extra work and state force orders)				$185,727.00

Expected over-runs and under-runs in work orders:

	Amount	
Major items, itemized:		
E.W.O. #3 Slide Correction	-7,000.00	
E.W.O. #4 Shane Access Road	+700.00	
Minor items, unitemized algebraic total	0.00	
Subtotal		$-6,300.00

Authorization for engineering	$48,222.83
Expected over-run or under-run of engineering authorization 8% of work remaining, less Eng'r. on hand.	$9,000.00
Costs not included above (explain)	$
Allowance for future contingencies (4 % of work remaining)	$7,700.00
Credits to come from transfers and deductions	$0.00
Present estimate of project cost	$809,077.83

Brief Statement of principal causes of over-run:

Slide condition which has made correction work necessary.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$678,133.58
Present estimate of project cost	$809,077.83
Expected over-run (Amount)	$130,944.25
Expected over-run (per cent)	19.3

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Confirmed by: H S Carlton Asst. Division Engineer

Noted by: G. L. Decker Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 29 1964

FOR FILING

I-80N-4(12)137

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible]

Project Name: West Unit, Arlington-Heppner Jct. Interchange
Date: May 22, 1964

Highway: Columbia River
Contract No.: 6299

County: Gilliam
Prefix: 11-1059

Contractor: Roy L. Houck Son's Corporation
F. A. Project No.: I-80N-4(12)137

Address: P. O. Box 671, Salem, Oregon 97310
Order No.: 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct Access Road - minimum 10 feet wide roadway with a maximum grade of 15%.

Equipment rental rates shall be in accordance with the state - A.G.C. agreement and percentage allowable to the contractor in accordance with the special provisions of this contract.

Work has not been started.

Location by station numbers:

South of "EB" 135 to "EB" 258

Estimate of quantities and cost:

	Equipment	$550.00
	Labor	320.00
Contractors	Percentage	130.50
	TOTAL	$1,000.50

NOTE: BPR participation limited to face amount shown in Total.

L. C. Jensen, Area Engr.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Access Road to be constructed on this contract. Agreement to construct access road included in R/W File #35466, George W. Shane Jr., which was optioned March 30, 1964. Cost of Access Road not included in Contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $678,133.58

Present estimate of project cost, including $1,000.50 for work under this order: $855,935.08

Expected ~~under-run~~ over-run amount: $177,801.50

Expected ~~under-run~~ over-run per cent: 26.2

Submitted by: /s/ W. C. Ferguson
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. ~~Construction~~ Engineer or Bridge Engineer

Approval Recommended: /s/ A. F. Parson
Division Engineer

Approved /s/ L. H. Young
NOTED
LLOYD P. SHAW
Office Engineer.

State Printing

original To Young 6-17-64

RECEIVED
APR 16 1964
FOR FILING

April 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering slide correction Station 149 to 157 on the "EB" Line on the West Unit, Arlington-Heppner Jct. Interchange Section of the Columbia River Highway in Gilliam County, Contract No. 6299 in connection with Federal-Aid Project No. I-80N-4(12)137.

It is necessary to excavate approximately 150,000 cubic yards of material and revise the line and grade to stabilize the slide area. The line revision will utilize about 110,000 cubic yards and the balance, a clay material, is to be wasted outside the neat lines of our cross sections where it will not be used for supporting the roadway.

The contractor quoted a price for a price agreement which could not be justified.

This work was verbally recommended for approval by the BPR Area Engineers April 9, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

JT mb
Att.

RECEIVED
AUG 21 1963

FOR FILING

[illegible]

[illegible]

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the W. Unit, Arlington-Heppner Jct. Interchange Section of the Columbia River Highway in Gilliam County, Contract No. 6299 in connection with Federal-Aid Project No. I-80N-4(12)137.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

RECEIVED
AUG 20 1963
FOR FILING

6[illegible]

August 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering directional signing on the W. Unit, Arlington-Heppner Jct. Interchange Section of the Columbia River Highway in Gilliam County, Contract No. 6299 in connection with Federal-Aid Project No. I-80N-4(12)137.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the special provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUL 22 1963
FOR FILING

6299

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr. July 18, 1963
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-4(12)137
W. Unit, Arlington-Heppner Jct. Interchange Section
Grading & Paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6299 to Roy L. Houck Sons' Corporation of Salem, Oregon, low bidder in the amount of $596,985.40 at the July 16, 1963 bid opening.

RECEIVED
JUL 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
7-22-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 19 1963

FOR FILING

FORM E-188

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 18, 1963

Roy L. Houck Sons' Corp.,
1565 20th Street NE
Salem
Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, awarded to you State Highway Contract No. 6299 for the following project:

Grading-paving the West Unit of the Arlington-Heppner Jct. Interchange Section of Columbia River Highway in Gilliam County.

This award was based on your low bid of $596,985.40 which was submitted to the Commission on July 16, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUL 1 - 1963

FOR FILING
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 24, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

08-35.2-DA

Oregon Project I-80N-4(12)137
W. Unit, Arlington-Heppner Jct. Interchange Section
Grading & paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that there has been no displacements as indicated in Mr. Moehring's June 20, 1963 letter except for two parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

The mere showing of the dotted line in the typical sections indicating a future 1-½" asphaltic concrete wearing surface shall not be construed as being an agreement or documentation of project records as to the ultimate pavement structure design which will be eligible for Federal-aid participation.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

The use of the July 1, 1963 issue of Supplemental General Provisions is approved for this specific project.

original to [illegible] - with [illegible]
cc [illegible]
Gifford
7-1-63

FORM E-12

RECEIVED
JUL 1 - 1963

FOR FILING

I 80N-4(15)120

6277

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 20, 1963

Right of Way Status
Arlington-Heppner Junction
Interchange Section, West
Unit
Columbia River Highway
Gilliam County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

The subject project contains five files, three of which are optioned. The two remaining files are in the condemnation process.

File No. 35466 - Shane - A letter of offer has gone out to the owner of this file, and if this offer is not accepted, a filing will be made prior to the date of bid opening.

File No. 35467 - Krebs involves a small taking valued at $300. A letter of offer is ready to be mailed to this owner, and in the event we are unable to settle amicably, then a filing will be made prior to the date of bid opening.

No displacement has been occasioned by the right of way taking for either of these files.

Very truly yours,

L. I. LINDAS
Chief Counsel

By D H Moehring
D. H. Moehring
Assistant Right of Way Engineer

DHM:SM
cc: Forrest Cooper
Lloyd P. Shaw
L. H. Young
C. H. Maison
L. I. Lindas

NOTED
LLOYD P. SHAW

RECEIVED
[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
REVISED PROJECT BASE DESIGN REVISED

RECEIVED
JUL 1 - 1963
FOR FILING

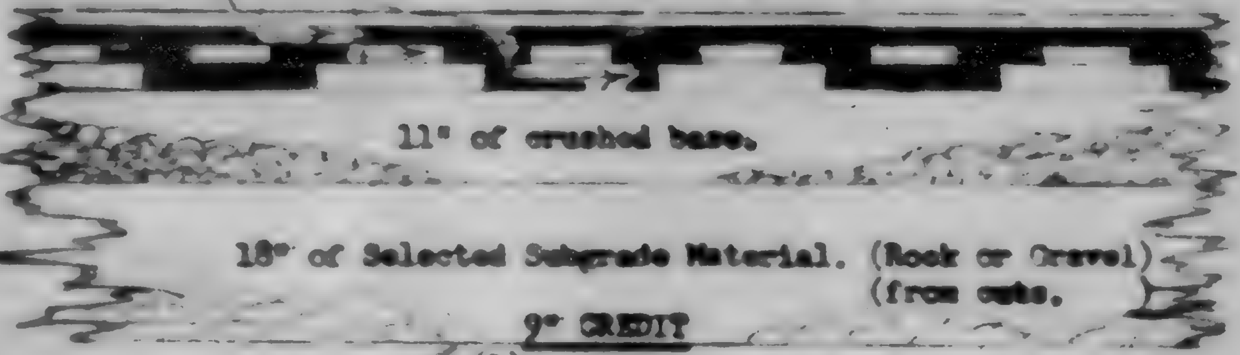
Section W. UNIT, ARLINGTON - HEPPNER JCT. Highway COLUMBIA RIVER (FA 1) County GILLIAM
Res. Engr. ____ Approx. Length of Project 2.73 Miles. Sta. 65± to Sta. 192+18.89±

Frost Penetration 14"-18" TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

INTERSTATE

(1)
Typical Soil
69 LL
35 PI
88 % P200
(No Red.)
0 % Gravel
1 % Coarse Sand
11 % Fine Sand
59 % Silt
29 % Clay
10 "R" Value
(Corrected)
AASHO CLASSIF. - A-7-5 (20)

1½" of A.C. (Future-when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.



Required Base & Res. Crushed	Non-Crushed	Designed	Base & Res.	
			5	A.C.
			3	P.M.B.B.
			11	Cr. Base
	18" of	SSM	9	CREDIT
27			[illegible]	PRESENT
		Future	1½	A.C.
			28½	FUTURE TOTAL

Note:
Revised Project Base Design submitted to recommend the use of Plant Mix Bituminous Base. The quality of the material is generally good if selected, but zones of poor material will be encountered and should be up graded.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

B.P.R.
cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
[illegible] Engineer
Resident [illegible]
[illegible] Engineer

Submitted by
[illegible] Engineer

Recommended by

Recommended

PAVEMENT TYPE SELECTION

W. UNIT, ARLINGTON-[illegible]
COLUMBIA RIVER HWY
GILLIAM COUNTY
PREFIX 611-1455

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY 1962 Present ADT 3000 19 75 ADT 69000 % Heavy Vehicles 15
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 14"-18" Annual Precipitation 8"±

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6, an A.C. wearing surface was selected.

PAVEMENT TYPE SELECTION

W. UNIT, ARLINGTON-[illegible]
COLUMBIA RIVER HWY
GILLIAM COUNTY
PREFIX 611-1455

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY 1962 Present ADT 3000 19~~[illegible]~~75 ADT 69000 % Heavy Vehicles 15
(NOTE: Increase classification one step for heavy logging use)

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3. Weather: Frost Penetration 14"-18" Annual ~~[illegible]~~ Precipitation 8"±

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Remarks: ____

5. Cost Comparisons: Not appropriate due to other factors

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8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6, an A.C. wearing surface was selected.

RECEIVED
APR 17 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I 3N-4(10)

[illegible] 77 —

April 17, 1963

Columbia Basin Electric Cooperative, Inc.
Heppner, Oregon

ATTENTION: Mr. Harley B. Young

Re: Preliminary Right of Way Map
W. Unit, Arlington-Heppner Jct. Section
Columbia River Highway
Gilliam County

Gentlemen:

Under separate cover we are sending you a print of preliminary right of way map consisting of the last portion of our File #7B-11-11, all of #7B-5-14, and the first portion of #7B-5-15, which covers subject section of the Columbia River Highway. The present tentative schedule calls for the opening of bids on July 16, 1963.

Mr. J. W. Valentine, P. O. Box 850, LaGrande, Oregon, is the Field Utilities Liaison Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

FGP:bjh

cc: L. P. Shaw ✓
A. F. Parson
J. W. Valentine

RECEIVED
APR 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

12-8325 Mt. Vernon Rock Prod. Proj., 1963
John Day & Beech Cr. Hwys.
#6300

RECEIVED
JAN 2 1964
FOR FILING

January 2, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #6300 awarded to E. H. Rechner Co., for the Mt. Vernon Rock Production Project on the Beech Creek & John Day Highways in Grant County, was completed November 13, 1963, and accepted by the Highway Commission on December 27, 1963.

Final payment, in the amount of $1,560.00 will be released to the contractor after January 9, 1964. The total contract amount is $31,257.06. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
340 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: E. H. Rechner Co.,
Route 3, Box 48
Molalla, Oregon

cc: L. H. YOUNG
C. H. Maison
Attn.: J. Kerr

RECEIVED
DEC 27 1963
FOR FILING

6311

December 27, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed December 13 on Contract No. 6311. The contract was with [illegible] and was for [illegible] production on the [illegible] Section of the [illegible] and John Day Highways in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 27, 1963, and that you concur in this procedure at the Commission meeting on January 30.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
[illegible] Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Mais[illegible]

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: November 23rd, 1963

SECTION: Mt. Vernon Rock Production

SECTION PREFIX: 12-8325

HIGHWAY: Beech Creek & John Day

COUNTY: Grant

NAME OF JOB: MT. VERNON ROCK PRODUCTION

KIND OF WORK: Rock Production

CONTRACTOR: E. H. Itschner Co.

CONTRACT NUMBER: 6300

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 18th, 1963

DATE WORK STARTED: October 12th, 1963

ESTIMATED COMPLETION DATE: November 13th, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 45

WORK DAYS USED: 69

PERCENT OF TIME ELAPSED: 153.3%

PROJECT AUTHORIZATION: $ 35,100.00

ENGINEERING AUTHORIZATION: $ 2,496.00

EXCLUSIVE OF ENGINEERING: $ 32,604.00

ENGINEERING COST TO DATE: $ 2,368.82

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,257.06

PERCENT OF AUTHORIZATION: 94.9 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . . 4.1 %

DATE PROJECT WAS COMPLETED: November 13th, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L. PROD.	
						100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0		
MILES PARTIALLY COMPLETED			0		
MILES COMPLETED			0		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000		
TOTAL QUANTITIES CORRECTED TO DATE			12,668.10		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,668.10		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK.

none

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers		NOTED JOHN R. OAKES
MONDAY	Cloudy		
TUESDAY	Showers		CONSTRUCTION DIVISION
WEDNESDAY	Fair		NOV 26 1963
THURSDAY	Overcast		
FRIDAY	Snow Flurries		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project has been completed. Semi - final is complete and will be sent in as soon as Contractor's payroll and Wage Certification are received.

FINAL REPORT

SIGNED M. M. Stump, Res. Eng.

ADDRESS P O Box 228, John Day, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FORM E-123

RECEIVED
JUL 1 9 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 16, 1963

E. M. [illegible] Company
Route 1, Box 63
Molalla
Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, awarded to you State Highway Contract No. 6308 for the following project:

Mt. Vernon Rock Production Project on the John Day and Beech Creek Highways in Grant County.

This award was based on your low bid of $31,200.00 which was submitted to the Commission on July 16, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-105-4(109) Ferry St. Interch. Sec., 1963
196 Eugene-Springfield Hwy. (Sign.
#6301 Install.)

RECEIVED
JUL 29 1964
FOR FILING

[illegible]

July 29, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On June 4, 1964, we wrote to you concerning release of final payment on contract #6301, awarded to Roy L. Houck Sons' Corp., for signing installation on the Ferry Street Interchange Section of the Eugene-Springfield Secondary Highway in Lane County.

Final payment on this contract is $1,332.84 and the total contract amount is $14,450.56, including $6.51 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
P. O. Box 671
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 4 - 1964
FOR FILING

June 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed May 15 on Contract No. 6301. The contract was with Roy L. Houck Sons' Company and was for the Ferry Street Interchange signing on the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 3, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

FORM 2-132X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JUN 1 1964
OFFICE ENG'NEERING
DIVISION

May 20, 1964

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

This is to advise you that work was completed on May 15, 1964, on Contract 6301, Ferry Street Interchange Signing Installation, in Lane County, in connection with Federal Aid Project No. I-105-4(109)196.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours

Forrest Cooper
State Highway Engineer

By

Ivan D. Merchant
Bridge Engineer

Bureau of Public Roads

Oregon Division Office

Date: May 26, 1964

Conditions Noted on above date:

Non-conforming sign "Entering Eugene"
to be removed before final acceptance of
Project. Contract work accepted.

A. W. Parsons
Division Engineer

By G R Brooks Date 5/28/64
G. R. Brooks, Dist. Engr.

cc: H. S. Cox

L. H. Young

Morgan
Edwards ✓

STATE COPY

RECEIVED
AUG 27 1963

FOR FILING
6301

GLENN L. JACKSON, CHAIRMAN
MEDFORD
K[illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 26, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Roy L. Houck Sons' Corporation began work on Contract No. 6301, Ferry Street Interchange Signing Installation on the Eugene-Springfield Highway in Lane County in connection with Federal-Aid Project No. I-105-4(109)196 on August 21, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:vt

cc: D. B. Parkes
Floyd Query ✓
C. H. Maison
L. H. Young

NOTED
FLOYD QUERY

RECEIVED
AUG 20 1963
FOR FILING
8-16

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FOR[illegible]-2 (REV. [illegible]-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	[illegible]TE **Oregon**
		COUNTY **Lane**
PROJECT REPORT NO. 5		PROJECT NO. **I-105-4(109)196**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-105 Coburg Road Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-24-63	0.928
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,902.00	$ 24,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd B. Shaw

ASSISTANT **State Highway Engineer**
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX **A. V. Parsons**
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer **August 14, 1963**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid
Project No. I-105-4(109)196

FERRY STREET INTERCHANGE SECTION OF
THE EUGENE-SPRINGFIELD SECTION IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 1, 1963

Type Code Y002
Signing (Sta. 95+00 to Sta. 104+00) Contract 6101

Furnish 8" BP 36# Steel Piling	47 lin.ft.	$ 4.75	$ 223.25
Drive Steel Piles	4 only	100.00	400.00
Sign Support Footings	All Req.		2,250.00
Metal Sign Posts	All Req.		210.00
Sign Bridge Structure	All Req.		11,000.00
Overhead Sign Illumination Equipment	All Req.		4,290.00
Wood Sign Posts	All Req.		100.00
Type "A" Signs in Place	683 sq.ft.	6.50	4,439.50
Type "D", "G", "F", and "H" Signs in Place	68 sq.ft.	8.00	544.00
Revision of Existing Signs	All Req.		1,000.00
	Subtotal		$24,456.75
	10% Engr. & Cont.		2,445.25
	Total		$26,902.00

Length of Project . . . . 0.928 mile

Federal Funds.	$24,700.00
State Funds.	2,202.00
	$26,902.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-105-4(109)196

FERRY STREET INTERCHANGE SECTION OF THE EUGENE-SPRINGFIELD SECTION IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 17, 1963

Type Code Y002
Signing (Sta. 55+00 to Sta. 104+00)

Furnish 8" BP 36# Steel Piling	47 lin.ft.	$ 7.00	$ 329.00
Drive Steel Piles	4 only	175.00	700.00
Sign Support Footings	All Required		2,850.00
Metal Sign Posts	All Required		400.00
Sign Bridge Structure	All Required		12,500.00
Overhead Sign Illumination Equipment	All Required		4,150.00
Wood Sign Posts	All Required		250.00
Type "A" Signs in Place	683 sq.ft.	6.70	4,576.10
Type "D", "G", "F" and "M" Signs in Place	68 sq.ft.	4.75	323.00
Revision of Existing Signs	All Required		500.00
	Subtotal		$26,578.10
	10% Engr. & Cont.		2,656.90
	Total		$29,235.00

Length of Project - - - - - - 0.928 Mile

Federal Funds - $26,800.00
State Funds - 2,435.00

$29,235.00

RECEIVED
JUL 19 1963
FOR FILING

FORM E-12
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 18, 1963

Roy L. Houck Sons' Corp.,
1565 20th Street NE
Salem
Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, awarded to you State Highway Contract No. 6301 for the following project:

Signing installation on the Ferry Street Interchange Section of the Eugene-Springfield Highway in Lane County.

This award was based on your low bid of $24,456.75 which was submitted to the Commission on July 16, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUL 22 1963
FOR FILING

6301

477 Cottage Street, N.E.
Salem, Oregon

~~Mr. Forrest~~ Cooper, State Highway Engr.
Salem, Oregon

July 18, 1963

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-105-4(109)196
Ferry Street Interchange Section
Signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date, in the award of contract No. 6301 to Roy L. Houck Sons' Corporation of Salem, Oregon, low bidder in the amount of $24,456.75 at the July 16, 1963 bid opening.

RECEIVED
JUL 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
7-22-63

NOTED
LLOYD P. SHAW

23-8325 Basque Station-McDermit Sec. 1963
Rock Prod. Proj., I.O.N. Hwy.
#6302

DEC 27 1963
FOR FILING

December 27, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On December 11, 1963, we wrote to you concerning release of final payment on contract #6302, awarded to N. A. Toole Const. Co., for the Basque Station-McDermit Rock Production Project on the I. O. N. Secondary Highway in Malheur County.

Final payment on this contract is $2,208.75 and the total contract amount is $46,888.84. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: N. A. Toole Const. Co.,
1235 SW 2nd Avenue
Ontario, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
DEC 10 1963
FOR FILING

December 10, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 31 on Contract No. 6302. The contract was with H. A. Toole Construction Company and was for rock production on the Basque Station-McDermitt Section I.O.N. Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 10, 1963, and that you concur in this procedure at the Commission meeting on December 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER	WEEK ENDING: November 15, 1963	
SECTION Basque Sta. - McDermit	SECTION PREFIX 23-8325	
HIGHWAY I.O.N.	COUNTY Malheur	
NAME OF JOB Basque Sta. - McDermit	KIND OF WORK Rock Production	
CONTRACTOR N.A. Toole Const. Co.	CONTRACT NUMBER 6302	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT July 18, 1963	DATE WORK STARTED August 12, 1963	XXXXXXX COMPLETION DATE October 31, 1963
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 50	WORK DAYS USED 61
PROJECT AUTHORIZATION: $ 49,696.88	ENGINEERING AUTHORIZATION $ 3,534.00	PERCENT OF TIME ELAPSED 122
EXCLUSIVE OF ENGINEERING: $ 46,162.88	ENGINEERING COST TO DATE $ 3,080	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,888.84	PERCENT OF AUTHORIZATION 87.2 %	100
ESTIMATED PERCENT: OVERRUN XXXXXXX 0.55 %	DATE PROJECT WAS COMPLETED: October 31, 1963	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000		
TOTAL QUANTITIES CORRECTED TO DATE			13,078		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			13,078		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cloudy		Holiday
TUESDAY	Cloudy		
WEDNESDAY	Cloudy		
THURSDAY	Cloudy		
FRIDAY	Fair		
SATURDAY			

NOTED
JOHN R. OAKES

NOTED
LLOYD P. SHAW

NOV 18 1963

CB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

The semi-final for this project was submitted to the Division Office on Thursday this week.

This is the final report.

SIGNED E S Thompson
E.S. Thompson, Resident Engineer

ADDRESS Burns, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FORM E-

RECEIVED
JUL 19 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 18 1963

N. A. Teale Const. Co.,
1235 SW 2nd Avenue
Ontario
Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, awarded to you State Highway Contract No. 6302 for the following project:

Basque Station-McDermitt Section Rock Production
Project on the I.O.N. Highway in Malheur County.

This award was based on your low bid of $44,175.00 which was submitted to the Commission on July 16, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

30-1089 Nye Jct.-Webb Slough Sec., 1963
Pendleton-John Day Hwy. (Grad. &
#6303 Oil.)

RECEIVED
NOV 17 1964
FOR FILING

[illegible]

6303

November 17, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On November 10, 1964, we wrote to you concerning release of final payment on contract #6303, awarded to Roy L. Houck Sons' Corp., for grading-oiling the Nye Jct.-Webb Slough Section of the Pendleton-John Day Highway in Umatilla County.

Final payment on this contract is $9,364.25 and the total contract amount is $286,792.47, including $365.10 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
P. O. Box 671
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
NOV 10 1964
FOR FILING

6303

November 10, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 12 on Contract No. 6303. The contract was with Roy L. Houck Sons' Corporation and was for grading and oiling on the Nye Junction-Webb Slough Section of the Pendleton-John Day Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 10, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

bbc

RECEIVED
AUG 26 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 12, 1964

Roy L. Houck Sons' Corporation
1585 - 20th Street, N.E.
Salem, Oregon

RE: Nye Junction-Webb Slough Section
Pendleton-John Day Highway
Contract No. 6303
Scale Weight Loss

Attention: Mr. C. T. Houck

Gentlemen:

At the beginning of base rock production on the captioned project, it was discovered the truck scales were faulty and were weighing light. Some 85 loads were involved before the trouble in the scale was found and corrected.

In discussion with the engineer in charge, a method was determined to adjust the low weights by selecting an average load, weighing on both the faulty scales and one at Pilot Rock. Using these weights and the same empty truck tare weight, a shortage of 14.07 tons per load was determined and this was assumed to be the amount each of the 85 loads was off.

In analyzing this procedure, it would appear that the only approach to resolving this matter, one that cannot be disputed, would be a percent of error based on the two gross weights of 63,060 and 91,200 pounds on the same load weighed on the faulty scale and a correct one at Pilot Rock. These figures show the faulty scale to only weigh 69.14 per cent of true weight; 1,400.99 tons have been allowed for the 85 loads in question. With this being only 69.14 per cent of true weight, an adjustment to 100 per cent would add 625.32 tons. This amount plus the 1,400.99 tons previously allowed brings the tonnage for the 85 loads to 2,026.31 or an average of 23.839 tons per load.

As a matter of interest, the 65 loads immediately following the scale repair averaged 41,240 pounds per load. Also, a total of 2,161 load (15 books of tickets) in 1963 were averaged to show 41,247 pounds per load.

We are attaching a Price Agreement in the amount of $769.14 (625.32 tons at $1.23) as due your organization on the basis of the above calculations. May we have your signature.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

RECEIVED
AUG 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Attach.
GLD:fp
cc L. P. Shaw
L. H. Young
A. F. Parson
Thomas Bradd

NOTED
LLC
SHAW

FORM E-1 (REV. 9-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: July 24, 1964
SECTION Nye Jct.-Webb Slough		SECTION PREFIX 30-1089
HIGHWAY Pendleton-John Day		COUNTY Umatilla
NAME OF JOB Nye Jct.-Webb Slough	KIND OF WORK Grading & Oiling	
CONTRACTOR Roy L. Houck Sons' Corporation	CONTRACT NUMBER 6303	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT July 18, 1963	DATE WORK STARTED August 22, 1963	ESTIMATED COMPLETION DATE COMPLETED
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 100	WORK DAYS USED 96
		PERCENT OF TIME ELAPSED 96
PROJECT AUTHORIZATION: $ 365,320.13	ENGINEERING AUTHORIZATION $ 25,978.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 339,341.81	ENGINEERING COST TO DATE $ 28,642.36	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 335,957.67	PERCENT OF AUTHORIZATION 110 %	
ESTIMATED PERCENT: UNDERRUN 1 %	DATE PROJECT WAS COMPLETED: June 12, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
		100		100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.20	7.20		7.20	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.20	7.20		7;20	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,530 hrs.	119,500 ton		830 ton	
TOTAL QUANTITIES CORRECTED TO DATE	2,366 hrs.	115,349 ton		848 ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,366 hrs.	115,349 ton		848 ton	
AVERAGE DAILY QUANTITIES	0	0		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	
NUMBER OF SHIFTS PER DAY	0	0		0	
HOURS PER SHIFT	0	0		0	

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair-warm		
TUESDAY	Fair-warm		NOTED
WEDNESDAY	Fair-warm		JOHN R. OAKES
THURSDAY	Fair-warm		
FRIDAY	Fair-hot		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate for this section was submitted to the La Grande Division Office this week.

Information from Mr. John H. Walker, Field Testing Engineer, was received after the semi-final was completed that there will be a penalty on some 71 tons of 120-150 asphalt. The price agreement for this will be processed and sent on to Salem & the estimate division will be notified to hold-up final payment until the penalty Price Agreement is processed.

This will be the final report for this section unless further information is requested.

SIGNED Thomas Bradd

ADDRESS Box 459 Pendleton

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 9 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 3, 1963

Eastern Oregon Telephone Company
Main and Willow Streets
Pilot Rock, Oregon

Re: Telephone Relocation
Nye Jct.-Webb Slough Section
Pendleton-John Day Highway
Umatilla County
Contract No. 6303

ATTENTION: Mr. Walter Karnopp

Gentlemen:

We are in receipt of your bill dated July 24, 1963, in the amount of $3,194.06 with your request for reimbursement of $1,597.03, which is 50%.

It is our policy to base the reimbursement on the number of poles located on private property divided by the total number of poles in conflict with the proposed construction, and, further, to pay only for the moves or portion of moves made after an estimate and sketch has been submitted to, and approved by, this office. However, in view of the special circumstances and our request for you to expedite this move to avoid conflict with construction, we are approving your statement as submitted and forwarding it to our Accounting Division for payment.

Please understand this is a deviation from our normal policy and in the future we intend to follow the normal procedure as stated above.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
L. H. Young
C. H. Maison
A. F. Parson
T. A. Bradd
L. C. Smitton
J. W. Valentine

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DEC 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 19 1963
FOR FILING

FORM

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 18, 1963

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, awarded to you State Highway Contract No. 6303 for the following project:

Grading-oiling the Nye Jct.-Webb Slough Section of the Pendleton-John Day Highway in Umatilla County.

This award was based on your low bid of $203,579.00 which was submitted to the Commission on July 18, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

[illegible]
[illegible]
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
LLOYD P. SHAW

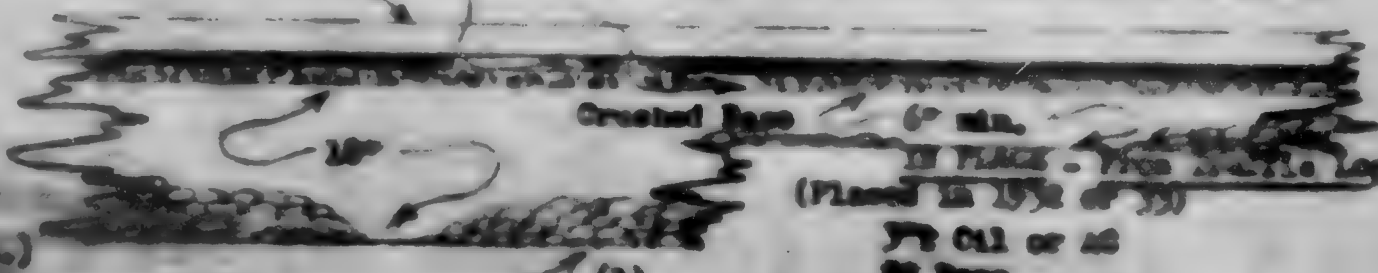
Section [illegible] JCT - [illegible] SLOUGH Highway PENDLETON - JOHN DAY (PA 30) County UMATILLA Profile 30-[illegible]
Res. Engr. [illegible] Approx. Length of Project 7.2 Miles. M.P. 23.6[illegible] to M.P. 30.8[illegible] Date 5-15-63

Frost Penetration - 30" TYPICAL SECTIONS Traffic Classif. - HEAVY (LOGGING TRAFFIC)

NEW WORK

EXISTING ROADWAY

3½" of A.C. (Future-when required)
1½" of 0-11 Oil Mat.
2" of 3/4"-0 level course (incl. binder.)



(1)
Typical Soil
38 LL
2 PI
[illegible] % [illegible]
([illegible])
0 % Gravel
3 % Coarse Sand
7 % Fine Sand
[illegible] % Silt
[illegible] % Clay
12 "R" Value
(Corrected)
[illegible] Classif. - A-[illegible] ([illegible])

Other Traffic Classifications	Total Thickness Requirements
MEDIUM HEAVY	17½"
MEDIUM	15"
LIGHT	½ Frost Depth or 15"

Required Crushed Base	Required [illegible]	Designed Base	Designed Surf.	
NEW WORK				
			1½ ? 18	0-[illegible] Level Or Base
21	Future		21½ 3½	PRESENT AC
			[illegible] 3½	FUTURE TOTAL
OVER EXISTING ROADWAY				
			1½ 2	0-11 Level
	SEE SECTION			

5-15-63

PROPOSED MATERIAL SOURCES

Located	Lab. No.	S.G.	Type of Material	Wdr. Base	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

B.P.P.
cc [illegible], State Highway Engineer
[illegible]
[illegible]
[illegible]
[illegible]

Submitted by [illegible]
[illegible]

6

PAVEMENT TYPE SELECTION

EYE JCT. - WEBB SLOUGH
PENDLETON - JOHN DAY HIGHWAY
UMATILLA COUNTY
Prefix 30-1459

actors Governing Selection

Classification: HEAVY Present ADT 920 1980 ADT 1000 % Heavy Vehicles 16
NOTE: Increase classification one step for heavy logging use) (HEAVY LOGGING TRAFFIC)

cteristics: See design chart attached

Frost Penetration 30± Annual Precipitation 15±

ance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: when constructed to present OSHD surfacing thickness standards

parisons: Not appropriate due to other factors

Factors Governing Selection

Existing Pavements: Oil or A.C.

Construction: No problem

or Elevated Design: Surface

Aggregates: No problem

Competition: Not a factor

Consideration: No problem

ence, Participating Local Government Preference, and
Local Industry: Not a factor

No problem

f an Adaptation of Local Materials or of Local Commercially
ng Mixes: No problem

AND REMARKS:

Present Project
items 4 and 6, an O-11 oil mat/with a Future A.C. wearing surface

9

RECEIVED
APR 10 1963

FOR FILING

[illegible]

[illegible]

477 Cottage St. N.E.
Salem, Oregon

April 3, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-DA T. Dec, Assistant Division Engineer
Salem, Oregon

Location Prospectus dated March 21, 1963
Oregon Project (PE) F-312 (State)
Nye Junction - Webb Slough Section

The captioned location prospectus has been reviewed and we are in agreement with your proposals with the exceptions noted below.

We understand that this project is a State-financed preliminary engineering project.

The submission of the survey approval map is requested if at any future time Federal-aid might be desired on any phase of this project.

We concur in the general corridor location as shown, subject to the results of the public hearing if required at Nye; the final location will need approval prior to the programing of the construction phase, should Federal-aid be desired for this phase.

The narrative of this report indicates there are no deviations from approved State standards. The typical section as shown on the sketch map appears adequate for Class "C" highway with a 1982 ADT of 900.

If Federal-aid is requested for construction on this project, you are reminded that commitment of Federal funds for any future surfacing as shown in this prospectus will not necessarily be participating.

Other features of this location prospectus appear satisfactory.

RECEIVED
APR 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Young
4-10-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 10 1963

FOR FILING
30-1459
[illegible]

4-1-63

3

Prefix No. 30-1459

ADDENDUM "A" TO LOCATION PROSPECTUS
NYE JUNCTION-WEBB SLOUGH SECTION
PENDLETON-JOHN DAY HIGHWAY
UMATILLA COUNTY

The following addendum is submitted to revise and correct the location prospectus on the Pendleton-John Day Highway:

PARAGRAPH 1 THROUGH 3: Correct as per original prospectus.

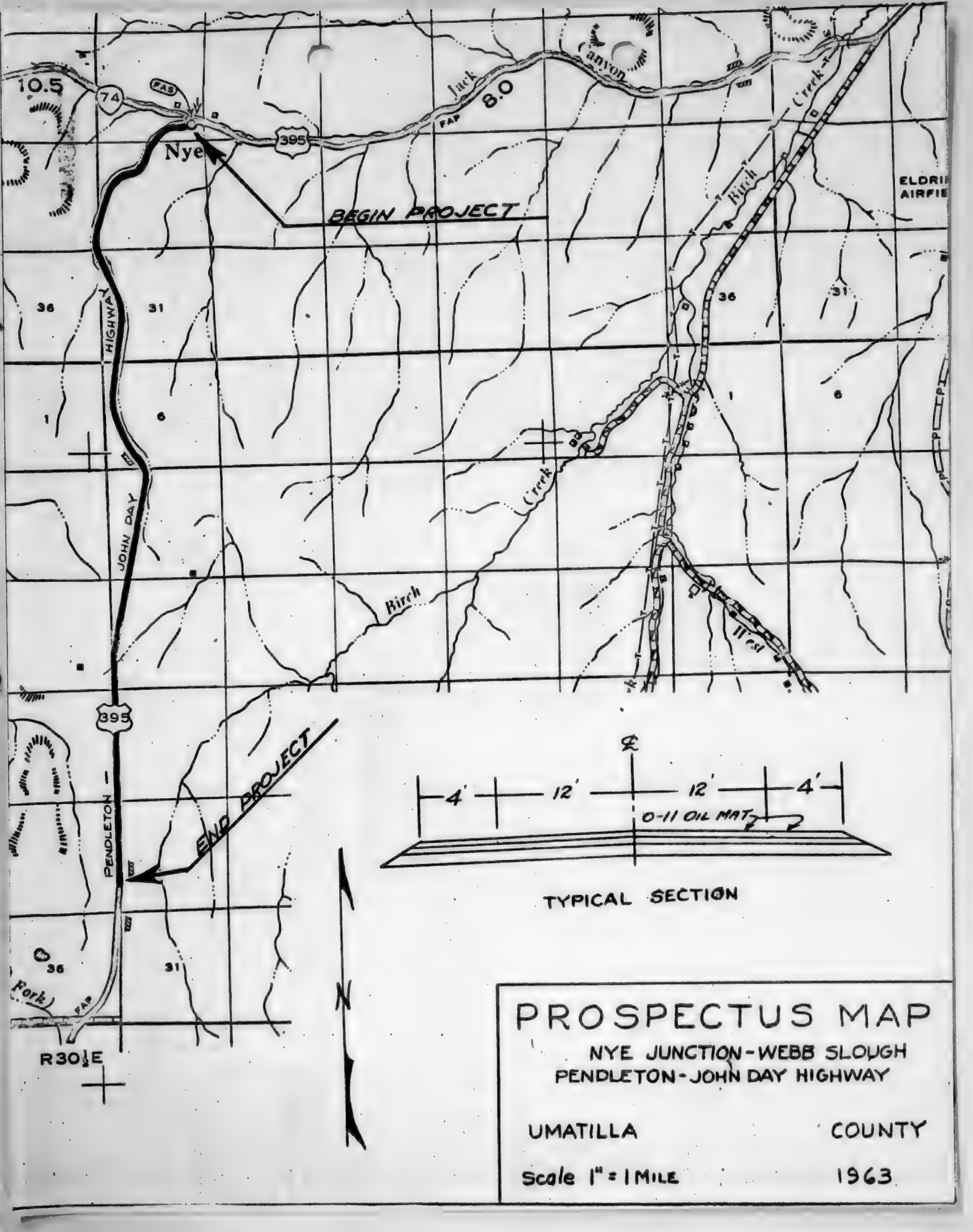
PARAGRAPH 4: Delete the third sentence and replace with the following: "The typical section will consist of two 12-foot travel lanes with 4-foot shoulders."

PARAGRAPH 5 THROUGH 11: Correct as per original prospectus.

ATTACHMENT: Remove and destroy the original attachment and replace with the attachment from this addendum.

April 1, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
F. W. Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
NOTED
TOM EDWARDS
9 1963
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP

NYE JUNCTION-WEBB SLOUGH
PENDLETON-JOHN DAY HIGHWAY

UMATILLA COUNTY

Scale 1" = 1 MILE 1963

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MAR 22 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Attached is the prospectus on the Nye Junction-Webb Slough Section of the Pendleton-John Day Highway. The existing route was selected because of the natural topography. The present facility follows a canyon and any deviation from this canyon would traverse across wheat fields, thus increasing the cost of rights of way.

This section has a narrow wearing surface and is adjacent to rock bluffs. Reconstruction rather than an attempt to widen the existing alignment under traffic is advisable.

Your approval and advisement of this prospectus is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

F. D. Morgan

F. D. Morgan
Construction Engineer

BG:db
cc: R. L. Porter
J. W. Nash
J. E. Morelock

RECEIVED
MAR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
MAR 25 1963
FOR FILING

3 19-63

NOTED
R. L. PORTER

Prefix No. 30-1459

LOCATION PROSPECTUS
NYE JUNCTION-WEBB SLOUGH
PENDLETON-JOHN DAY HIGHWAY
UMATILLA COUNTY

The following prospectus is submitted concerning the abovementioned section of the Pendleton-John Day Highway which is a State Primary facility on the Federal Aid Primary System. This portion of highway is not on the throughway system. The northerly terminus is at M.P. 23.64, southerly of the town of Pilot Rock. The southerly terminus is at M.P. 30.83 which mile point is approximately 3.18 miles northerly from Webb Slough. The over-all length of the project is 7.2 miles.

This will be a location survey to prepare plans, specifications and estimates for grading on new and existing alignment.

The route approximates the existing facility. A reconnaissance will not be necessary for this survey. There are no special drainage problems. An economic analysis is not needed at this time.

The existing 1962 ADT is 500 and the projected 1982 ADT is 900 using 1.8 as the factor. Traffic and alignment warrant a Class "C" Highway with maximum grade and curvature of 6 per cent and 5 degrees respectively. The typical section will consist of two 12-foot travel lanes with 8-foot shoulders. Shoulders will receive 1-1/4 inches of 0-11 oil mat full width. Because of the low traffic volume, no provision will be made for climbing lanes. Deviations from State and Federal standards are not anticipated.

The rise and fall and central angle data of the existing facility are 720-feet and 473 degrees respectively. The rise and fall and central angle data for the proposed alignment will be determined during the survey. It will not be necessary to tie this project to the Lambert Grid System.

This will be a two lane highway providing direct access to the pavement limited as to location, width, and unrestricted as to land use. There are no interchanges, railroad crossings or major stream crossings.

The tentative base design for construction is:

	Old	New	Future
Paving	1-1/4"	1-1/4"	3-1/2" AC
Top Course Base	2 "	2 "	
Bottom Course Base	6 On Exist	18 "	
Total		21-1/4"	

(Base design subject to change upon completion of soils investigations.)

T COOPER

The paving will be done in stage construction with 1-1/4 inches of 0-11 oil mat being applied for the present wearing surface and 3-1/2 inches of asphaltic concrete being applied in the future when conditions warrant. Subgrade widths will be computed in anticipation of the future asphaltic concrete.

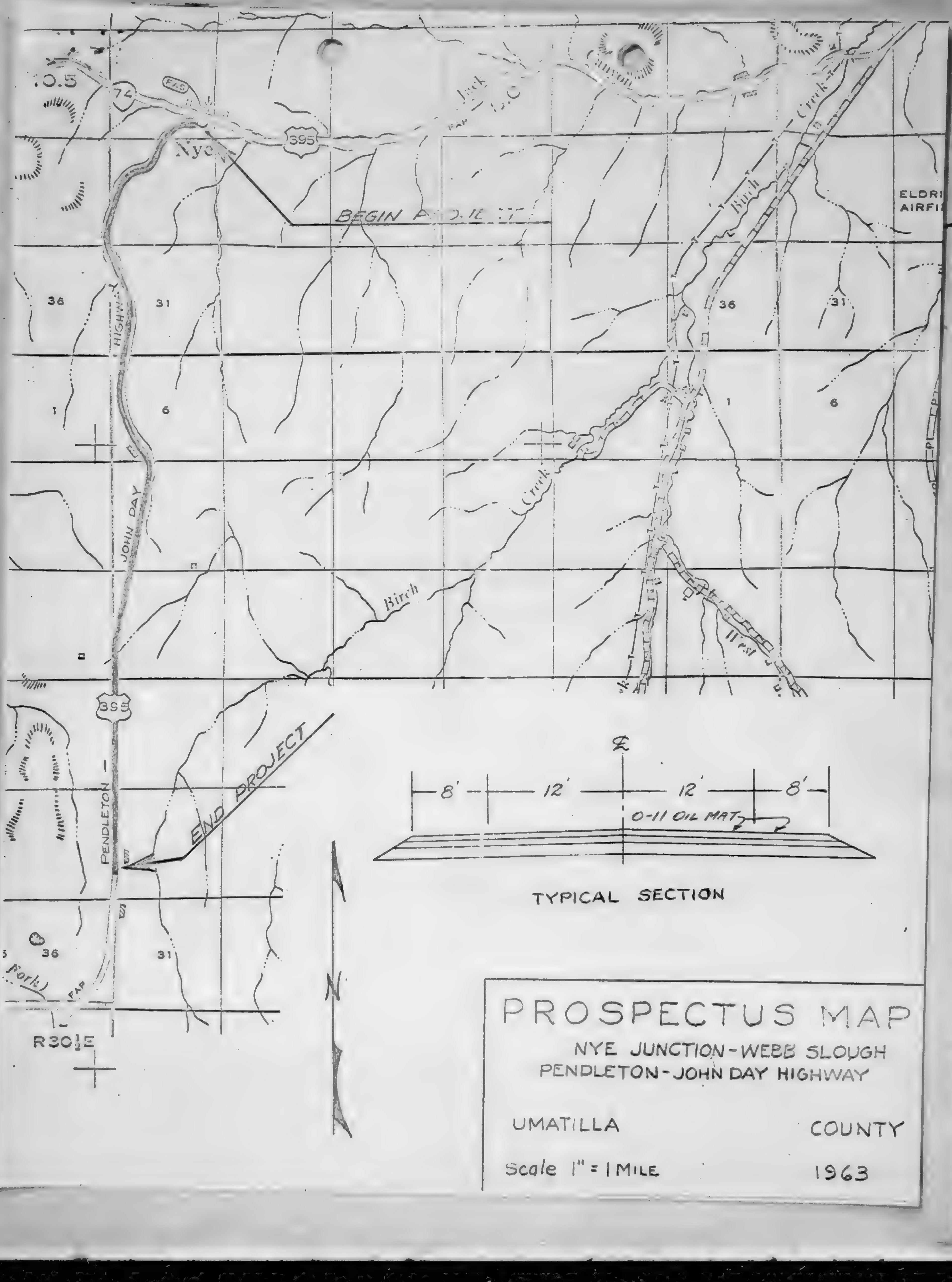
Material sources will be located during the survey.

Agreements with Umatilla County will not be necessary.

There are no State parks or roadside rest areas affected by this project.

March 19, 1963
Attach.
cc: Forrest Cooper ✓
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F..D. Morgan
A. F. Parson (3)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
F. W. Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION

PROSPECTUS MAP

NYE JUNCTION - WEBB SLOUGH
PENDLETON - JOHN DAY HIGHWAY

UMATILLA COUNTY

Scale 1" = 1 Mile 1963

RECEIVED
APR 2 - 1963

FOR FILING

[illegible]

[illegible]

March 1, 1963
Salem, Oregon

Pendleton-John Day Highway
Nye Junction - South
Paving - State Program

F. D. Morgan
Construction Engineer
BUILDING

As an alternate project to ~~Garden~~ Island City-Imbler which is either dead or in a coma, please work up a project on the Pendleton-John Day Highway south of Nye Junction. Keep total cost in register with the former project.

My information is that a considerable part of the section from Battle Mountain north is in the last stages of breaking up from a combination of traffic and frost action. Mr. Hunter quite recently was over this section and has some photographs which may be of value to you.

It has been suggested by Mr. Edwards that with equipment rental and some native diced rock a good stable base could be constructed very economically. Please investigate this plan.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:bbc

RECEIVED
NOV 5 1962
FOR FILING

[illegible]

[illegible]

Salem, Oregon
November 2, 1962

Mr. I. A. DeFrance
Maintenance Engineer

Provisions should be made in the current Extra Gang budget for work on the Pendleton-John Day Highway, beginning at Nye Junction and working southerly. I was over this last summer. Two solutions are possible:

1. Secure a centrally located dice rock quarry and import material to widen both sides.

2. Buy more right of way, bring in additional side borrow and top out with dice rock.

The first method was the one which we used on the Sherman Highway and I believe it is more adaptable. Please make provisions for start of this work at your convenience.

Tom Edwards
Assistant State Highway Engineer

TE:jv

cc Forrest Cooper
G. S. Paxson
A. F. Parson

RECEIVED
FORM E-30 50M 6-61 36681
1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 13, 1962

SUBJECT: Overlay
Pendleton-John Day Highway
South of Nye Junction

To:

Mr. Tom Edwards
Assistant State Highway Engineer
Salem

I wrote you a letter a short time ago estimating that the widening and overlay on this section will cost approximately $50,000 per mile.

I looked at this project again yesterday and it is my opinion that the road is too crooked for an overlay. I would recommend that a survey be made with new alignment up to our present-day standards and that we place an O-11 oil mat. This mat would be sufficient for a number of years, and we would have a first-class road.

I would like to have permission to make a survey to determine the cost of rebuilding this road and, if you concur, we will submit survey order for four to five miles.

A. F. Parson
Division Engineer

AFP:if

cc: F. D. Morgan
I. A. DeFrance

Mr. Porter —

My comment is No

RECEIVED
JUL 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. H. COFFEY

RECEIVED
JUN 27 1962
FORM E-30 50M 6-61 36681
FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 25, 1962

SUBJECT: Nye Junction-Whitaker Flat Section
Pendleton-John Day Highway
Preliminary Survey

To:

Mr. Tom Edwards
Assistant State Highway Engineer
Salem

When you were up here some time ago, you asked us to make an estimate on widening and placing an overlay on the Pendleton-Pilot Rock section, south of Nye Junction.

Mr. Walker has made up a survey and has submitted the attached report. In using Mr. Walker's quantities, we have come up with approximately $50,000 per mile. A typical proposed section is also enclosed.

One reason for the high estimate is caused by the A. C. leveling course necessary to shape up the present road bed, and move the crown over to one side of the present centerline. There is a little over four miles of this realy bad section.

Please advise if additional data is needed.

A F Parson
A. F. Parson
Division Engineer

AFP:if
Attachments

To De France
for your info
E

[illegible]

FORM E 30 50M 6 61 36681

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
June 7, 1962

SUBJECT:

Nye Junction - Whitaker Flat Sec.
Pendleton-John Day Highway
Preliminary Survey--

To:
Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

As per your request I have made a preliminary survey of the subject section in regard to widening the existing highway to a top 32 ft. section in which a 30 ft. paved section with 1 ft. shoulders can be obtained.

This survey has been based on widening on the right or westerly side of the existing highway. This will entail some excavation on the existing line along with various borrow sections along the route as they are obtainable and still staying within the existing right of way as much as possible. On the accompaning sketch the proposed borrows are shown along with a rough mass diagram which proposed haul is noted. Also along with the data is a pencil copy of the existing highway traced from an 1"=400' map which shows areas in which small slivers of right of way will be required. These will be mainly in fill areas. The plans are based on the idea to bring the subgrade to an elevation by necessary roadway excavation and borrow to within approximatly 15" of the finished grade outside the existing oiled roadway. A lift of 1 ft. of dice rock will then be placed in this widening area and grid rolled. On top of this a course of 3/4"-0" leveling or top base course will be placed. It was estimated that it will take approximatly a 1 inch thickness of A.C. as a leveling course to be bladed on or placed by machine on the existing oiled surface to eliminate irregularities which now exist. After this is done a 2" mat of A.C. for a 30 ft. width will be placed with a small amount of 3/4"-0" crushed material being placed for the 1 ft. shoulders.

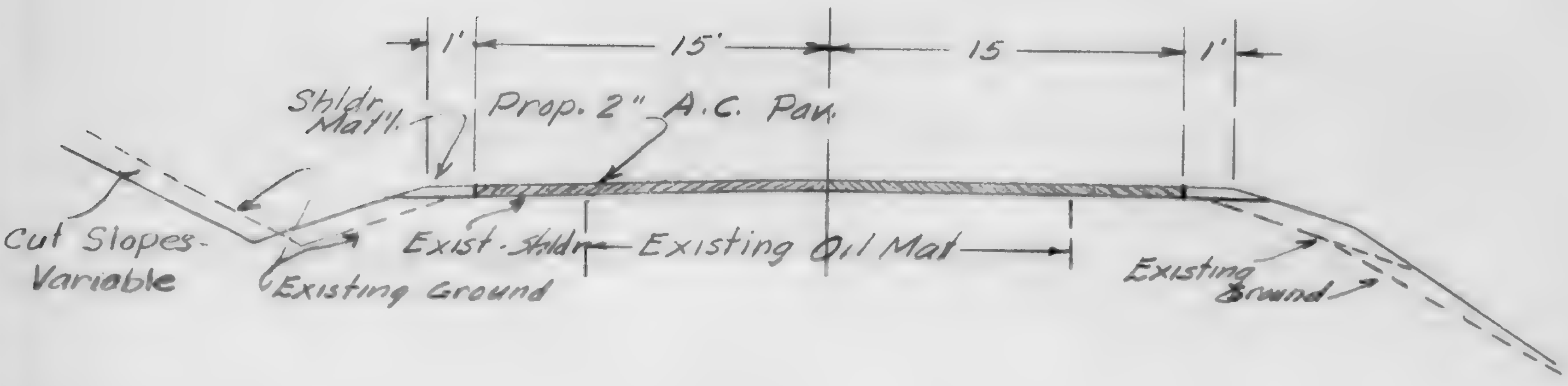
Existing pipes will have to be extended as shown on the sections attached and one wooden bridge will require widening.

I have not attempted to work out costs exactly on this work as I understand that it is questionable at this time just how much monies are available and the amount of work that can be done will vary with the available monies. I have discussed the possibility of a rock production project along with this work in order to increase the quantities of crushed materials needed and thus bring down the cost of crushing per unit on the work. It appears that this might be worked out. Depending on this and how much work can be done, will vary the estimated costs of the project.

The data used to make my estimate is attached along with this explaination.

John H. Walker
Resident Engineer

NYE JCT. - WHITAKER FLAT SEC.
Pendleton John Day Hwy.
Umatilla County



TYPICAL SECTION

30-8330 Weston Rock Prod. Proj., Oregon- 1963
Wash., Havana-Helix, Athena-Holdman
#6304 & Weston-Elgin Hwys.

RECEIVED
NOV 12 1963
FOR FILING

November 8, 1963

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On October 8, 1963, we wrote to you concerning release of final payment on contract #6304, awarded to E. H. Rechner Co., for the Weston Rock Production Project on 4 state highways in Umatilla County.

Final payment on this contract is $1,545.00 and the total contract amount is $30,595.18. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
350 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: E. H. Rechner Co.,
Route 3, Box 48
Molalla, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 9 1963

FOR FILING

6304

October 7, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 7 on Contract No. 6304. The contract was with E. H. Itschner Company and was for rock production on the Weston Section of the Oregon-Washington, Havana-Helix, Athena-Holdman, and Weston-Elgin Highways in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 7, 1963.

It is assumed that you have no objections to this action, and if you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

SEP 23 1963
REC'D DIV OFFICE
LA GRANDE

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 20, 1963

Section Weston Rock Production

Highway 4 State Hi-ways County Umatilla

Contractor E.H. Itschner Co.

Date of contract July 18, 1963

Date work started August 5, 1963

Project authorization $34,762.50

Exclusive of engineering $32,290.50

Kind of work Rock Production

Section prefix 30-8330

Contract number 6304

Specified work days 40

Work days used 24

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $30,595.18

Estimated per cent underrun 6.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $2,472.00

Engineering cost to date $1,937.22, 78.4 %

Date project was completed September 7, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final for the project was submitted to the Division Office on Wednesday of this week.

All equipment has been moved off of the project except for one fuel storage tank. The third notification of completion will be submitted when this tank is removed.

CONSTRUCTION DIVISION
RECEIVED
SEP 25 1963

NOTED
LLOYD P. SHAW

NOTED
A. F. PARSON

NOTED
R. L. FORDER

NOTED
FORREST COOPER

Signed C D Hiatt

Address Resident Engineer-Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			12,000 CY		
Total quantities corrected to date			11,894.34 CY		
Estimated quantities moved or placed to date			11,894.34 CY		
Average daily quantities This week			0		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			0		
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain-cloudy		
Tuesday	Pt. fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Pt. fair		
Saturday			

[illegible]
[illegible] 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-1

RECEIVED
JUL 19 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 18, 1963

E. H. Itschner Company
Route 3, Box 48
Molalla
Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, awarded to you State Highway Contract No. 6304 for the following project:

Weston Rock Production Project on the Oregon-Washington; Havana-Helix; Athena-Holdman; Weston-Elgin Highways in Umatilla County.

This award was based on your low bid of $30,908.00 which was submitted to the Commission on July 16, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

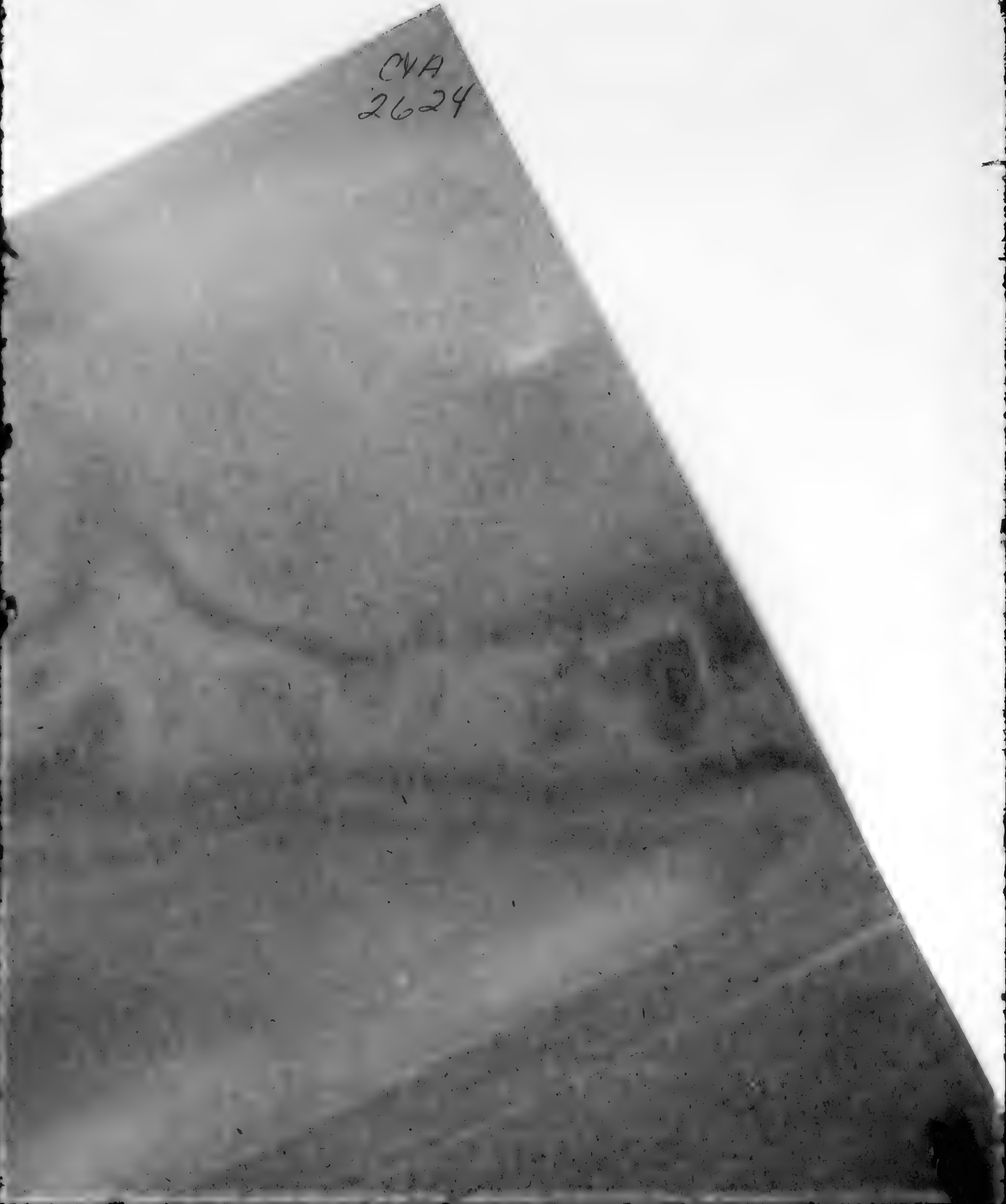
Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

S-477(3) Mary's River (Brown) Br., 1963
Bellfountain Co. Rd., S.E. of
76305 Philomath

CNA
2624



fas 830
Benton Co

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-150 (3-64)

IGHWAY DEPARTMENT INVOICE

NO. 82868

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-9-64	CC 905		S-477 (3) Contract 6305 5[illegible]-1059-[illegible]7

RECEIVED
OCT 12 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
F. [illegible]

NOTED
DON HARWELL

Benton County
Courthouse
Corvallis, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Att: County Court DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Mary's River (Brown) Bridge, FAS 830. Covered by agreement dated July 11, 1963.	NOTED R. H. A[illegible]		NOTED R. H. PRANGE
County Advance Deposit		7,100.00	
Less amount previously transferred		5,000.00	
Balance Advance Deposit (*)			2,100.00
County share total cost		6,294.15	
Less amount previously transferred		5,000.00	
Balance due (*)			1,294.15
To be refunded			805.85

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

10/9/64
(*) V.J. J. Herr wants D information on all future outside Billings.

RECEIVED
FEB 3 - 1964
FOR FILING

6305

January 31, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On January 23, 1964, we wrote to you concerning release of final payment on contract #6305, awarded to George E. Berry, for construction of the Marys River (Brown) Bridge on the Bellfountain Road (FAS 830) in Benton County.

Final payment on this contract is $2,276.20 and the total contract amount is $31,524.90. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. George E. Berry
P. O. Box 311
Beaverton, Oregon

cc: C. H. Maison
Attn.: John Kerr

RECEIVED
JAN 23 1964

FOR FILING

[illegible]

6305

January 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed January 10, 1964 on Contract No. 6305. The contract was with George E. Berry and was for work on the Mary's River (Brown) Bridge on the Bellfountain Road in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 22, 1964, and that you concur in this procedure at the Commission meeting on January 30.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Harold Schick
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
JAN 22 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1964

SUBJECT: Mary's River (Brown) Bridge
Contract No. 6305
Federal Aid Project No. S-477(3)

To: Mr. F.H. Stephenson
Assistant State Highway Engineer

George E. Berry completed work on Mary's River (Brown) Bridge Contract No. 6305 on the Bellfountain Road in Benton County on January 10, 1964. This contract is ready for acceptance by the Commission.

This is a Federal Aid Secondary project and does not require concurrence and acceptance of the contract by the Bureau of Public Roads.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc D.B. Parkes
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
AUG 28 1963
FOR FILING
6305

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Mary's River (Brown) Bridge
Contract No. 6305
FAP No. S-477(3)

Dear Sir:

George E. Berry began work on the Mary's River (Brown) Bridge on Bellfountain Road in Benton County, Contract No. 6305, Federal-aid Secondary project no. S-477(3), on August 26, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query
D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
AUG 1 6 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR FILING	FOR -2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. 4 6305	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-14-63	COUNTY Benton
		PROJECT NO. S-477(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Mary's River Br. 1.5 mi. S.E. Philomath

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-20-63	0.025
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 34,676.00	$ 21,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd P. Stan
ASSISTANT State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager
Date executed by Division Engineer August 14, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid Secondary
Project S-477(3)

MARY'S RIVER (BROWN) BRIDGE ON THE [illegible]
ROAD (FAS 830) IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 1, 1963

Type Code X021
Mary's River (Brown) Bridge (Br. #1/1324A) (Sta. 99+28 to Sta. 101+27.58)
(Contract No. 4315)

Remove Old Bridge	All	Req.		$ 4,000.00
Furnish 14-inch Prestressed Piling	1,280	lin.ft.	$ 3.80	4,864.00
Drive Prestressed Piles	22	only	110.00	2,420.00
Class "A" Concrete (147 cu.yds.)	All	Req.		10,000.00
40' to 45' Type II Prestressed Beams	12	only	520.00	6,240.00
Metal Reinforcement (29,600 lbs.)	All	Req.		4,000.00
	Subtotal			$31,524.00
	10% Engr. & Cont.			3,152.00
	Total			$34,676.00

Length of Structure-0.025 mile

Federal Funds.	$21,800.00
State Funds.	6,438.00
County Funds	6,438.00
	$34,676.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

ORÉGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-22-63	CC 917		502-1059-297

INVOICE NUMBER 862

RECEIVED
JUL 29 1963
ENGINEER
COUNTY & CITY DIVISION

Benton County
Courthouse
Corvallis, Oregon
~~Att: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit	NOTED DON HARWELL Bond		7,100.00
Partial transfer of County's advance deposit for the Mary's River (Brown) Bridge Section, FAS 330. Covered by agreement dated July 11, 1963.			5,000.00
			2,100.00
To be retained			

ACKNOWLEDGMENT OF BILLING REQUES

Cash Received with Request: $ ----------------

By ----------------

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
Harold C. Ayers

July 26, 1963

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
DON HARWELL

Gentlemen:

This is to acknowledge receipt of your advance deposits of $7,100 on the Marys River (Brown) Bridge Section and $4,300 on the Starr Creek Road-Fiechter Creek oiling project on FAS 830. Contract No. 6305 for the bridge has been awarded to George E. Berry and Contract No. 6306 for the oiling has been awarded to Bay Pavers.

Copies of the contracts and sets of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

Salem, Oregon
July 19, 1963

Advance Deposit
FAS 830 Projects, Benton County
Mary's River (Brown) Bridge
Starr Creek Rd.-Fiechter Creek Rd.

Mr. C. H. Maison
OFFICE

Attention: Mr. John Herr

NOTED
DON HARWELL

Enclosed please find check for $11,400 from Benton County. This money represents advance deposit on the Marys River (Brown) Bridge, FAS 830, of $7,100 and for Starr Creek Road-Fiechter Creek Road oiling, FAS 830, $4,300.

These projects are now clear for awarding of contracts.

H. S. Cox
County and City Engineer

HSC:mm
Encl.

cc: Ivan Merchant
L. E. Young

BENTON COUNTY COURT
CORVALLIS, OREGON

JUDGE
E. E. LARKIN

COMMISSIONERS
WALTER SCHMIDT
MELVIN S. HAWKINS

NOTED
H. S. COX

July 18, 1963

NOTED
DON HARWELL

NOTED
R. H. PRANGE

RECEIVED
JUL 18 1963
ENGINEER
COUNTY & CITY DIVISION

H. S. Cox, County & City Engineer
Oregon State Highway Department
Salem 10, Oregon

Attention: Verne R. Jones
Planning Engineer

Dear Sir:

As requested in your letter of July 16th, we are enclosing a Benton County warrant in the amount of $11,400.00.

This represents Benton County's share of the advance deposit to be made prior to the awarding of the contracts for the construction of Mary's River (Brown) Bridge and the oiling of Starr Creek Road-Feichter Creek section of FAS 830.

Very truly yours,

BENTON COUNTY COURT

E E Larkin

E. E. Larkin
County Judge

NOTED
R. H. PRANGE

s/encl.

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
DON HARWELL

July 16, 1963

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On July 16, a satisfactory bid was received from George E. Berry of Beaverton for construction of the Marys River (Brown) Bridge on FAS 830. A satisfactory bid was received from Bay Pavers, Inc., of North Bend for oiling the Starr Creek Road-Feichter Creek Section of FAS 830. As per agreement between the County and State, the following advance deposits are required from the County prior to the award of contracts:

	Mary River Bridge	Starr Cr. Rd.-Feichter Cr.
Bid Items	$31,524.00	$18,587.90
Flagging	--	100.00
Signing	--	350.00
Engineering & Contingencies, 12-1/2%	3,940.50	2,379.74
Totals.	$35,464.50	$21,417.64

County Advance Deposit
20% of $35,464.50 = $ 7,092.90 — 7,100.00
20% of $21,417.64 = 4,283.53 4,300.00
$11,376.43 or say $11,400

Please make this deposit by means of a check or warrant in the amount of $11,400 made payable to the Oregon State Highway Commission, forwarding same to this office. When the deposit is received, contracts can be awarded for these projects.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

RECEIVED
OCT 9 1963

FOR FILING

6305

AGENDA
AUG 29 1963

3b

July 19, 1963

Mr. George E. Berry
P. O. Box 311
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on July 18, 1963, accepted your proposal for construction of Mary's River (Brown) Bridge, Bellfountain County Road in Benton County for the sum of $31,524.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6305.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

R[illegible]ED
JUL [illegible] 1963

FOR FILING

63-5

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
July 11, 1963

Cooperative Construction Agreement
Marys River (Brown) Bridge Section
S-477(3), FAS 830
Benton County

Mr. H. S. Cox
County & City Engineer
Office

Attached is a partially signed copy of a cooperative construction agreement with Benton County covering the Marys River (Brown) Bridge Section of FAS 830 in Benton County.

A fully executed copy of the above agrement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Benton County Court.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

NOTED
Harold C. Ayers

NOTED
H. S. COX

June 26, 1963

NOTED
DON HARWELL

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

Enclosed are two copies of an agreement in connection with the Starr Creek-Feichter Creek section and two copies of an agreement in connection with the Mary's River (Brown) Bridge, FAS 830.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the County after the low bid has been determined and prior to award of a contract. The low bid received plus 12-1/2% for engineering and contingencies will be the basis for the County's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the County's records. It would be appreciated if the signed agreements could arrive in Salem not later than July 9, 1963.

It is presently planned to accept bids on these projects at the July 16th letting. The estimate for the Starr Creek-Feichter Creek project is $22,961 and the estimate for the Mary's River Bridge is $41,420. Please keep these estimates confidential. Copies of the plans for your records are also enclosed.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encls.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

MEMO TO J. W. NASH **Mary's River Bridge** Date: **May 23, 1963**

FAS 839 **BENTON** COUNTY

TERMINI: **Bridge over the Mary's River 1.5 miles S.E. of Philomath.**

NOTED
H. S. COX

NOTED
DON HARWELL

PROPOSED WORK: **Construct a reinforced concrete bridge 129' long and 26' wide.**

PROJECT LENGTH: **.024 mile**

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	**$45,000**	**$27,000**	**$9,000**	**$9,000**	(County)

EXISTING FACILITIES: **Steel pony truss 136' long and 15'6" wide. Bridge is too narrow and has an abrupt curve at the southerly end.**

NOTED
R. H. PRANGE

NOTED

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: **19' oil mat, 4' shoulders**

SOUTH/~~WEST~~ END: **20' oil mat, 5' shoulders**

PROJECT DATA: **Construct a reinforced concrete bridge 26' wide and 129' long. The County will construct the road connections and will construct 0.3 of a mile of new alignment at the southerly end of the bridge to eliminate two severe curves. The County will place a 22' oil mat with 4' shoulders.**

RIGHT OF WAY: **50' Minimum**
ACCESS CONTROL: **None**

RR XING: **None**
MINIMUM DESIGN STANDARDS: **No exceptions**

SYSTEM ACTION: **None required**
PUBLIC HEARING: **None required**

UNUSUAL OR COMPLICATED SITUATIONS: **None**

ROUTE DATA: **Route leads to large diversified agricultural area in south end of county. Serves several small communities. There is some log hauling but main traffic is farm to market. School bus and mail route.**

VRJ:sb

RECEIVED
JUN 20 1963
FOR FILING

[illegible]
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section MARY'S RIVER BRIDGE Highway F.A.S. 830 County BENTON Profile 6305

Res. Engr. ______ Length of Project ___ Miles. Sta. ______ to Sta. ______ Date 5-22-63

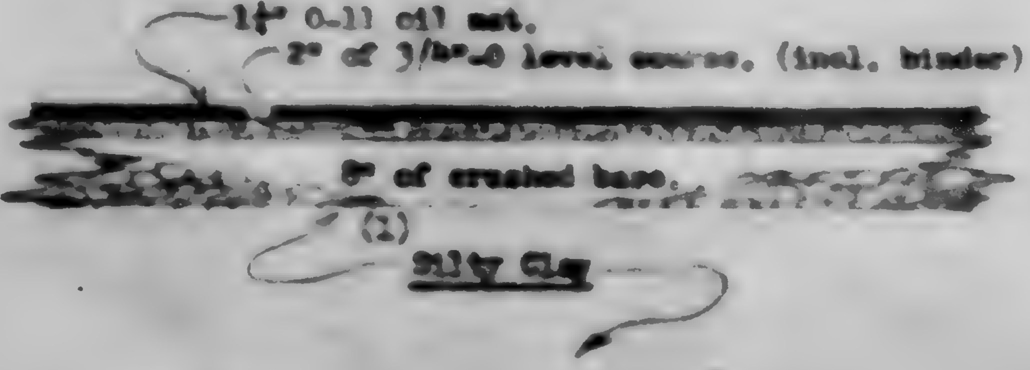
TYPICAL SECTIONS Traffic Classif. - LIGHT

(1)

Typical Soil

36	LL
10	PI
93	% P200
	(No red.)
2	% Gravel
2	% Coarse Sand
3	% Fine Sand
45	% Silt
48	% Clay
14	"R" Value
	(Corrected)

AASHO Classif. - A-6 ([illegible])



Note:
Surfacing thickness design furnished to assure ample subgrade width.
State participation is for structure only.
County will grade, base, and oil proposed new improved alignment.

Required Base & Surf. Crushed	Required Base & Surf. [illegible]	Designed Base	Designed Surf.	
			1½	O-11
			2	Level
			8	Cr Base
11			11½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be furnished by Benton County.											

NOTED
LLOYD P. SHAW

B.P.P.

cc Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
[illegible]
[illegible]

Submitted by ______
Soils Engineer

Recommended ______

PAVEMENT TYPE SELECTION

MARY'S RIVER BR
F.A.S. 830
BENTON COUNTY

Principal Factors Governing Selection

1. Traffic Classification: LIGHT 1962 Present ADT 420 1982 [illegible] ADT 700 % Heavy Vehicles ____
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ____________ Annual ~~[illegible]~~ Precipitation ______ [illegible]

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: when constructed to present CSHD surfacing thickness [illegible]

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not a factor

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County preference is for an oil mat

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an 0-11 oil mat has been selected.

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED

Salem, Oregon
May 3, 1963

SUBJECT: Authority for Survey
Mary's River Bridge Section
Benton County FAS No. 830

To:

Mr. F. D. Morgan
Construction Engineer
Department

NOTED
R. H. PRANGE

Herewith for your consideration "Authority for Survey" covering the subject section.

NOTED
R. H. PRANGE

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. H. S. Cox

Scheduled [illegible]

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MAY - 6 1963
ENGINEER
COUNTY & CITY DIVISION

BRIDGE PROJECT REQUESTED BY BENTON COUNTY Date March 18, 1963

Is this to be a County project? ___Yes x No

Is this to be an FAS-C project? x Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Route 1, Section G (Bellfountain Road)

FAS Number 830

2. Name of river or stream Mary's River

3. Name of bridge Brown

4. Location (Please attach map with location marked):

Section______ Township______________ Range______________ W.M.

5. Desired width of bridge 24 - 26

6. Are sidewalks desired? ___Yes ___No x

7. Width of sidewalks ______________

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes x No

If "Yes," explain type desired: ______________

11. Will County furnish any materials for bridge? ___Yes xNo

Explain: ______________

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No

13. Will County run survey and furnish vicinity map? xYes ___No

14. Will County furnish foundation data? ___Yes x No

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APR 22 1963
ENGINEER
COUNTY & CITY DIVISION

cr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? _x_Yes ___No

17. Will detour be required? ___Yes _x_No

18. Will detour be constructed and maintained by County? ___Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes ___No

20. Will County construct approaches or connections? _x_Yes ___No

21. Will contractor construct approaches or connections under contract?

___Yes _x_No

22. State width of traveled roadway: 22 Width of shoulders: 4

23. Will additional right-of-way be required? ___Yes _x_No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? ___Yes _x_No

27. Will old bridge be removed by contractor? _x_Yes ___No

28. Will old bridge be removed by County? ___Yes _x_No

29. Does County wish old bridge salvaged for future use? _x_Yes ___No
(Stockpiled at County Shops)

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

_x_Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes _x_No

33. Does County wish complete job of illumination in project? ___Yes _x_No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes x No Size_________

(b) Sanitary sewer mains: ___Yes x No Size_________

(c) Storm sewer: ___Yes x No Size_________

(d) Gas mains: ___Yes x No Size_________

(e) Power lines: ___Yes x No

(f) Telephone lines: ___Yes x No

(g) Other utilities? None

35. What is desired date for letting? SAP

Remarks_________________________________

By E E Larkin
County Judge

By Walter Schmitt
Commissioner

By Melvin L. Hawkins
Commissioner

2-28-63

BENTON COUNTY
PROPOSED PROJECTS (1964 Funds)

✓ FAS 830, Mary's River Bridge, $45,000.

It is proposed to replace this narrow 15'6" bridge with a new structure 26' in width. It will be necessary to replace the bridge on the same site and the county will build improved alignment on the southerly end eliminating two severe curves. This bridge carries State Inventory No. 14192.

FAS 864, Luckiamute River Bridge at Hoskins, $45,000.

This project will require the replacement of the covered timber truss bridge at approximately the same site. The county will build approaches and connections and plans to close the road during construction. The bridge will be 24' in width.

The county wishes to have both structures let in June, 1963.

Comm approved
3-14-63

63-b
2/28/63

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
MAR 12 1963
ENGINEER
COUNTY & CITY DIVISION

3-11-63

NOTED

LOCATION PROSPECTUS
MARY'S RIVER BRIDGE SECTION
CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY
PREFIX NO. 2-1497

The following prospectus is submitted concerning the above-mentioned section of the Corvallis-Newport Highway which is a State Primary Facility on the Federal-Aid Primary System. The westerly terminus is at M.P. 44.5 near the junction of the old Kings Valley Highway and the Corvallis-Newport Highway. The easterly terminus is at M.P. 45.1, which point is 0.2 mile easterly of the Mary's River Bridge. The overall length is 0.6 mile.

This will be a location survey to prepare plans, specifications and estimates for the widening of the Mary's River Bridge and the highway a short distance each side of the structure. The project is to be constructed with State funds. No towns are affected by the project.

The route follows the existing highway with possible minor realignment. Reconnaissance is not necessary. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed.

The 1962 ADT is 1,400 and the projected 1982 ADT is 2,600. Traffic warrants the widening of this section to Class "B" standards with maximum grade and curvature of 3 per cent and 2 degrees respectively. The typical section will consist of two 12-foot travel ways with 8-foot shoulders. The widened structure will have a horizontal clearance of 30 feet. Shoulders will be paved full width with a minimum of 1-1/2 inches of asphaltic concrete. Deviations from State and Federal standards are not anticipated.

Rise and fall and central angle will be determined during the survey. There will be no need to tie this project to the Lambert grid system.

Access will be provided to the pavement limited as to location, width and unrestricted as to land use. There are no railroad crossings, just the crossing of the Mary's River.

The tentative base design for construction is:

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MAR 12 1963
ENGINEER
COUNTY & CITY DIVISION

Paving	3-1/2" AC
Top Course Base	2 " Level
Bottom Course Base	18 " Coarse Base
Total Depth	23-1/2"

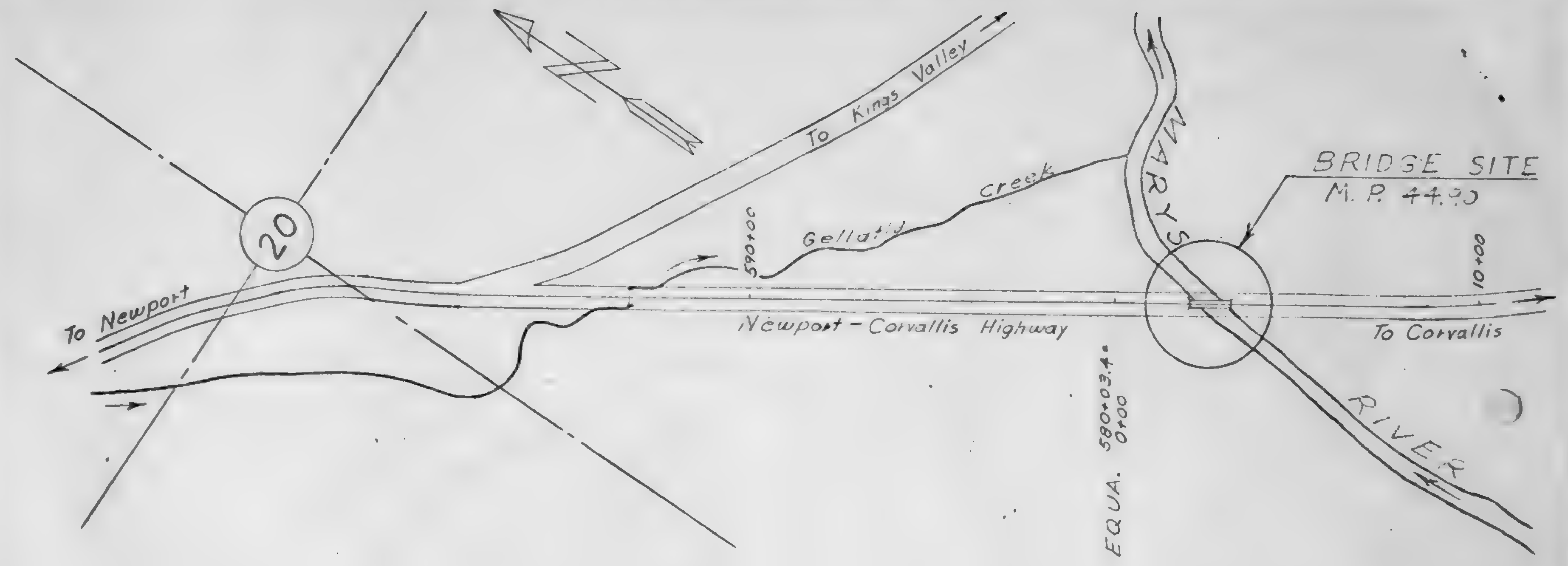
(Base design is subject to change upon completion of soils investigation.)

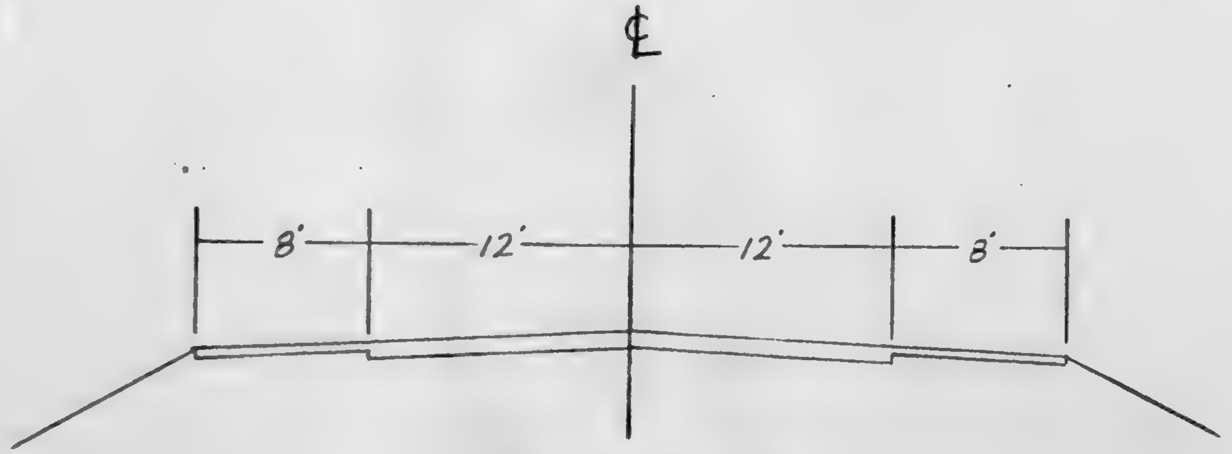
Materials are available from local commercial or State sources.

County agreements will not be required. Routine utility adjustments will be probable.

There are no State parks or roadside rest areas affected by this project.

March 11, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
Fred Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





Typical Section

PROSPECTUS MAP
MARY'S RIVER BRIDGE
Corvallis - Newport Highway
Benton County
Scale 1"=400' 1963

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
February 26, 1963

NOTED
DON HARWELL

Mary's River Bridge
FAS 830, Benton County

Mr. Ivan Merchant
Bridge Engineer

NOTED
JONES

The county has requested an investigation to cover replacement of the existing narrow steel truss structure. Specifically they wish to know if concrete piers under the present structure could be incorporated in the new bridge and a cost estimate of any saving using the old piers. This has been discussed with Mr. Ricketts. A map showing the location of this bridge is attached.

NOTED
V. R. JONES

Verne R. Jones
County & City Planning Engineer

VRJ:mm
Att.

RECEIVED
JUN 14 1961
FOR FILES

MEMO TO FILES
6/13/61

Marys River Bridge South of Philomath

I discussed the subject bridge with the Benton County Court this date.

It was decided that the structure should be constructed first, then the county would place the slope fills. They said they could run one-way traffic while placing the fill at the westerly end.

The county will perform the construction engineering.

The county desires that the state open bids on the project, then refer the bids to them. If the county awards a contract they want the state to prepare the contract documents.

Original signed
C. G. Swenson

C. G. Swenson
County & City Relations Engineer

CGS:mm

cc: Ivan Merchant, attention Bill Garrett

RECEIVED
JUL 28 1961
FOR FILING

6205

Co. Job

July 28, 1961

Mr. James F. Turner
3058 Taylor
Corvallis, Oregon

Dear Mr. Turner:

The State Highway Commission on July 27, 1961 received bids in behalf of Benton County Court for construction of the Marys River Bridge on County Road No. 23 in Benton County.

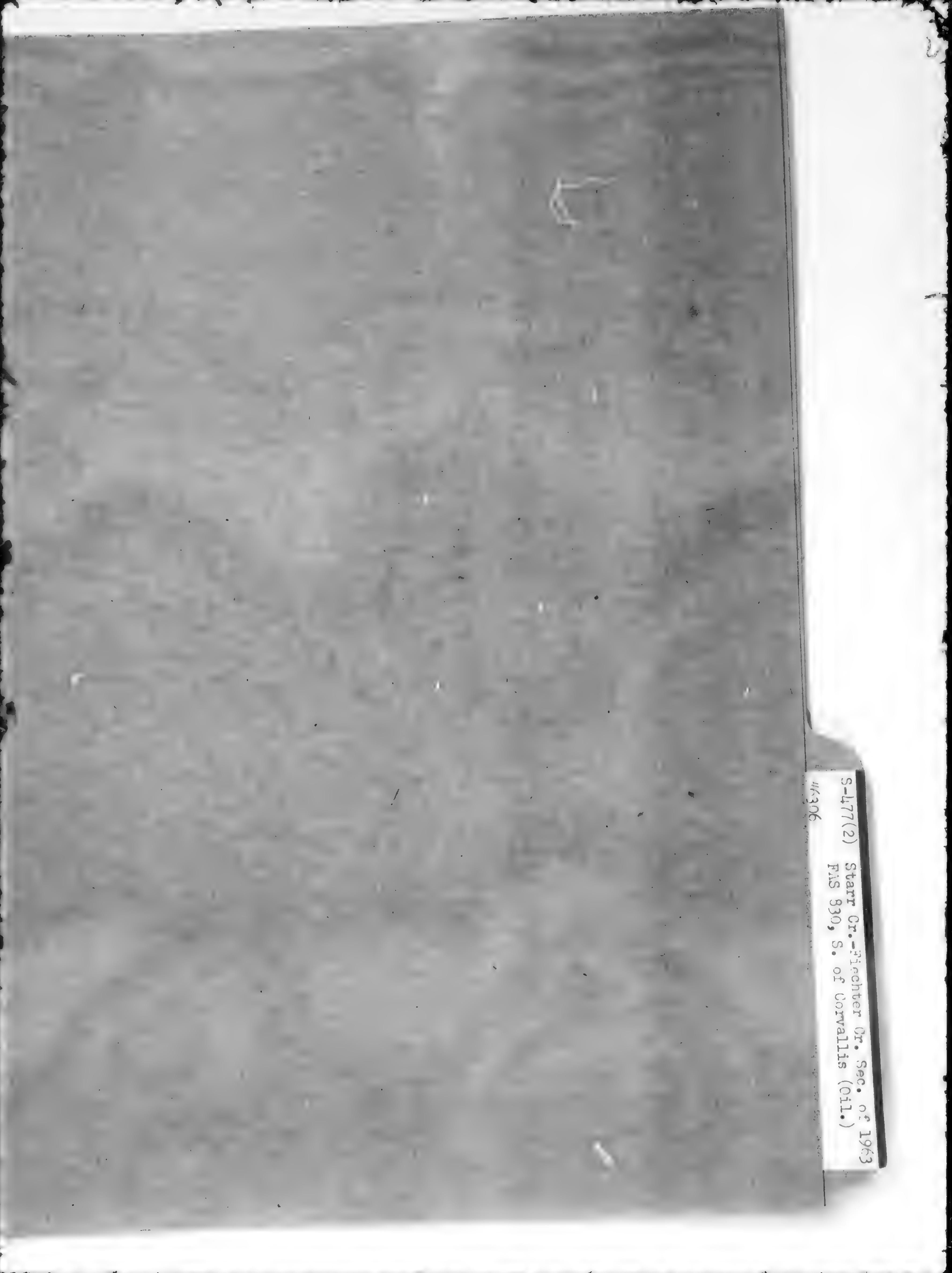
In view of the fact that this is a County project, the Commission referred all bids received to the Benton County Court for further handling.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant



S-477(2) Starr Cr.-Fiechter Cr. Sec. of 1963
F&S 830, S. of Corvallis (Oil.)
#6306

RECEIVED
OCT 14 1964

5-4772

6306

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1964

To: Mr. C. H. Maison
Controller
OFFICE

SUBJECT: Hellgate Bridge Section
FAS 594
Josephine County

Herewith Josephine County's Warrant No. 6306 in the amount of $23,800 and, since this is the requested amount of the advance deposit for subject project, the contract is now clear for award.

Robert H. Prange

Robert H. Prange, Field Engineer
County and City Division

RHP:eb
Att.
cc: L. P. Shaw ✓
L. H. Young

1
OFFICE
STATE HIGHWAY [illegible]

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-15-64	CC 969		5[illegible]-1060-2[illegible]7

INVOICE NUMBER
81885

Benton County
Courthouse
Corvallis, Oregon
~~Att: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Starr Creek Road-Fiechter Creek, oiling, FAS 830. Covered by agreement dated July 11, 1963.			
Original advance deposit		4,300.00	
Less amount previously transferred		3,000.00	
			1,300.00
County share as per attached statement		4,038.87	
Less amount previously transferred		3,000.00	
			1,038.87
To be refunded			261.13

RECEIVED
JUN 16 1964
ENGINEER
COUNTY & CITY DIV.

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

State

Monthly transaction number 5-64	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-7-64	County Benton Project number S-477(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 14, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 22,164.00

Revised Federal funds $ 14,016.81

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7 day of May, 1964.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXy A. W. Parsons
Division Engineer

L. R. Becklund

By: L. R. Becklund, Administrative Mgr.

RECEIVED
AUG 20 1963
8-58
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FOR -2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 8.14-63	COUNTY Benton
PROJECT REPORT NO. 4		PROJECT NO. S-477(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 7 mi. N. of Bellfountain, South

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-20-63	2.443
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 20,941.00	$ 13,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd P. Shaw
ASSISTANT State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L.R. Backlund
By: L. R. Backlund, Administrative Manager
Date executed by Division Engineer August 14, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-477(2)

STARR CREEK ROAD–[illegible] CREEK SECTION
OF FAS ROUTE 830 IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 1, 1963

Type Code 5231
Roadway (Sta. 10+30 to Sta. 139+00) (Contract 4326)

Preparation of Base	2.44 miles	$600.00	$ 1,464.00
3/4"-0 Material in Binder Course	230 cu.yds.	4.45	1,023.50
Furnishing and Placing Aggregates	1,470 cu.yds.	5.05	7,423.50
RC-800 Asphalt	34 tons	55.85	1,898.90
Penetration Asphalt	110 tons	43.10	4,741.00
RS-1 Asphalt	30 tons	44.90	1,347.00
Extra for Oiling Approaches	9 only	50.00	450.00
Sprinkling	40 M-gals.	6.00	240.00
			$18,587.90
Flagging (57½% of Contractor's Cost)	All Req.		$ 100.00
Signing	All Req.		350.00
			$ 450.00
	Subtotal		$19,037.90
	10% Engr. & Cont.		1,903.10
	Total		$20,941.00

Length of Roadway . . . . 2.443 miles
Cost of Roadway Per Mile. $8,571.83

Federal Funds	$13,100.00
State Funds	3,920.50
County Funds.	3,920.50
	$20,941.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
OCT 7 1963

FOR FILING

6306

October 4, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On September 19, 1963, we wrote to you concerning release of final payment on contract #6306, awarded to Bay Pavers, Inc., for oiling the Starr Creek Road-Fiechter Creek Section of FAS Route 830 in Benton County.

Final payment on this contract is $1,384.68 and the total contract amount is $20,250.30, including $455.28 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bay Pavers, Inc.,
P. O. Box 669
North Bend, Oregon

cc: C. H. Maison
Attn.: John Herr

OREGON STATE HIGHWAY DEPARTMENT

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

NOTED
DON HARWELL

Project Name Starr Cr. Ross-Flechter Creek Contract No. 6[illegible]

Highway FAS 330 Prefix No. 102-1960

County Benton F.A. No. S-477 ([illegible])

Final inspection made on 10-1-6[illegible] (date) by Gerald [illegible] Starr

Cox

in company with B R Area Engr. Glen Rosener

CHECK LIST

Date		Date	
9-[illegible]	Construction signs removed.	Not closed	Opened to traffic.
Non	Salem Office notified to rescind construction speed zone.		
9-[illegible]-63	Contractor removed equipment from project.		
9-9-63	Roadside cleanup completed.		

NOTED
R. H. PRANGE

RECEIVED
OCT 8 1963
ENGINEER
COUNTY & CITY DIVISION

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project was accepted on September 9th by Division Engineer R. D. Asburry in so far as the Highway Department is concerned. The county also accepted it at the same time. The present inspection was relative to the acceptance by the B R. It was satisfactory in so far as they were concerned.

All contract work on this project has been completed and recommendation is made for acceptance on 9-9-63 (date). The semi-final estimate will be submitted about 9-[illegible]-63 (date).

cc: Office Engineer. L. H. Young
Construction Engineer. F. D. Morgan
Division Engineer. R. D. Asburry
Maintenance Engineer
Resident Engineer. H. H. Hoover
District Maintenance Supt.
Traffic Engineer
County & City Engineer, H. S. Cox ✓

(signed) (title)

NOTED

RECEIVED
SEP 12 1963
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

NOTED
H. S. COX

NOTED
DON HARWELL

Project Name **Starr Cr. Road-Fiechter Creek** Contract No. **6306**

Highway **FAS 830** Prefix No. **502-1060**

County **Benton** F.A. No. **S-477 (2)**

Final inspection made on **9-9-63** (date) by **R. D. Asburry**

in company with **Judge E. E. Larkin, Commissioners Walter Schmidt and Melvin S. Hawkins, Benton County, Resident Engineer H. N. Hoover.**

CHECK LIST

Date		Date	
9-9-63	Construction signs removed.	**Not closed**	Opened to traffic.
None	Salem Office notified to rescind construction speed zone.		
9-9-63	Contractor removed equipment from project.		
9-9-63	Roadside cleanup completed.		

NOTED
R. H. [illegible]

NOTED
R. M. ALLISON

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project completed in excellent shape; very neat appearing and riding quality good.

All contract work on this project has been completed and recommendation is made for acceptance on **9-9-63** (date). The semi-final estimate will be submitted about **9-15-63** (date).

cc: Office Engineer
Construction Engineer
Division Engineer **R. D. Asburry**
~~Maintenance Engineer~~
Resident Engineer **H. N. Hoover**
~~District Maintenance Supt.~~
Traffic Engineer
County & City Engineer

NOTED
V. R. JONES

R. D. Asburry (signed) **Division Engineer** (title)

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER:	WEEK ENDING: Sept. 21, 1963
	SECTION: Starr Creek Rd-Fiechter Cr.	SECTION PREFIX: 502-1060
	HIGHWAY: FAS 830	COUNTY: Benton
NAME OF JOB: Starr Creek Road-Fiechter Creek	KIND OF WORK: Oiling	
CONTRACTOR: Bay Pavers, Inc.	CONTRACT NUMBER: 6306	FEDERAL AID PROJECT NUMBER: S-477(2)
DATE OF CONTRACT: July 19, 1963	DATE WORK STARTED: Aug. 16, 1963	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 20	WORK DAYS USED: 16
PROJECT AUTHORIZATION: $ 21,417.64	ENGINEERING AUTHORIZATION: $ 1,523.03	PERCENT OF TIME ELAPSED: 80
EXCLUSIVE OF ENGINEERING: $ 19,894.61	ENGINEERING COST TO DATE: $ 1,500	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,250	PERCENT OF AUTHORIZATION: 98 %	
ESTIMATED PERCENT: OVERRUN UNDERRUN 1.8 %	DATE PROJECT WAS COMPLETED: Sept. 3, 1963	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				2.44	
MILES PARTIALLY COMPLETED					
MILES COMPLETED				2.44	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				174 T	
TOTAL QUANTITIES CORRECTED TO DATE				180	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				180	
AVERAGE DAILY QUANTITIES				35	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	shrs		
TUESDAY	cldy		
WEDNESDAY	fair		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
SEP 23 1963
BB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work.
TUESDAY	" Semi-final estimate submitted to Division Office
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	

REMARKS

Project completed.

FINAL REPORT

SIGNED V. N. Hoover

ADDRESS 3400 Spicer Road, Albany

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 1 8 1963

FOR FILING

6316

September 17, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 3 on Contract No. 6306. The contract was with Bay Pavers, Inc., and was for oiling on the Starr Creek-Fiechter Creek Section of FAS Route 830 in Benton County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective September 17, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Lloyd P. Shaw
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
E. E. LARKIN

COMMISSIONERS
WALTER SCHMIDT
MELVIN S. HAWKINS

September 10, 1963

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
DON HARWELL

RECEIVED
SEP 1963
[illegible]

H. N. Hoover
Highway Resident Construction Engineer
3400 Spicer Road
Albany, Oregon

Dear Mr. Hoover:

The Benton County Court has inspected the work completed under the cooperative construction agreement dated July 11, 1963 between the Oregon State Highway Commission and Benton County for the oiling of Starr Creek-Road-Fiechter Creek Section of FAS Highway No. 830 and has found the work to be satisfactory and acceptable.

Very truly yours,

BENTON COUNTY COURT

E E Larkin
County Judge

Walter Schmidt
Commissioner

Melvin S. Hawkins
Commissioner

NOTED
R. H. PRANGE

s

NOTED
[illegible]

SEP 11 1963

NOTED
H. N. HOOVER

OREGON STATE HIGHWAY DEPARTM

INVOICE

RECEIVED
JUL 29 1963
ENGINEER
COUNTY & CITY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-29-63	CC 818		509-1060-997

INVOICE NUMBER 79261

Benton County
Courthouse
Corvallis, Oregon

Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit	NOTED DON HARWELL		4,300.00
Partial transfer of County's advance deposit for the Starr Creek Road - Feichter Creek, Oiling, FAS 830. Covered by agreement dated July 11, 1963.			3,000.00
To be retained			1,300.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ______________

By ______________

A 150 (REVISED 7-60)

BENTON COUNTY COURT
CORVALLIS, OREGON

JUDGE
E. E. LARKIN

COMMISSIONERS
WALTER SCHMIDT
MELVIN E. HAWKINS

NOTED
H. S. COX

July 18, 1963

NOTED
DON HARWELL

NOTED
R. H. PRANGE

RECEIVED
JUL 18 1963
ENGINEER
COUNTY & CITY DIVISION

H. S. Cox, County & City Engineer
Oregon State Highway Department
Salem 10, Oregon

Attention: Verne R. Jones
Planning Engineer

Dear Sir:

As requested in your letter of July 16th, we are enclosing a Benton County warrant in the amount of $11,400.00.

This represents Benton County's share of the advance deposit to be made prior to the awarding of the contracts for the construction of Mary's River (Brown) Bridge and the oiling of Starr Creek Road-Feichter Creek section of FAS 830.

Very truly yours,

BENTON COUNTY COURT

NOTED
R. H. PRANGE

E E Larkin

E. E. Larkin
County Judge

s/encl.

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
DON HARWELL

July 16, 1963

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On July 16, a satisfactory bid was received from George B. Berry of Beaverton for construction of the Marys River (Brown) Bridge on FAS 830. A satisfactory bid was received from Bay Paving Co., Inc., of North Bend for oiling the Starr Creek Road-Feichter Creek section of FAS 830. As per agreement between the County and State, the following advance deposits are required from the County prior to the award of contracts:

	Mary River Bridge	Starr Cr. Rd.-Feichter Cr.
Bid Items	$31,524.00	$18,587.90
Flagging	--	100.00
Signing	--	350.00
Engineering & Contingencies, 12-1/2%	3,940.50	2,379.74
Totals.	$35,464.50	$21,417.64

County Advance Deposit
20% of $35,464.50 = $ 7,092.90 — 7,100.00
20% of $21,417.64 = 4,283.53 4,300.00
$11,376.43 or say $11,400

Please make this deposit by means of a check or warrant in the amount of $11,400 made payable to the Oregon State Highway Commission, forwarding same to this office. When the deposit is received, contracts can be awarded for these projects.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R.

RECEIVED
OCT 9 1963

FOR FILING

[illegible]

6311

July 19, 1963

Bay Pavers, Inc.
P. O. Box 669
North Bend, Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, accepted your proposal for oiling Starr Creek-Fiechter Creek Section of FAS 830 in Benton County for the sum of $18,587.90 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6306.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
Pacific Builder and Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUL 15 1963

FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
July 12, 1963

Cooperative Construction Agreement
Starr Creek Road-Fiechter Creek Section
S-477(2), FAS 830
Benton County

Mr. H. S. Cox
County & City Engineer
Office

Attached is a partially signed copy of an agreement with Benton County covering the above-named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the Benton County Court.

Secretary

rn
Attach" 1

cc - Mr. Lloyd P. Shaw

MEMO TO J. W. NASH **Starr Creek Rd-Fiechter Creek Sec.** Date: **April 30, 1963**

FAS **830**, **BENTON** COUNTY

TERMINI: **From a junction with Starr Creek Road on the north to a point 5.0 miles north of Bellefountain near Fiechter Creek.**

PROPOSED WORK: **Place an O-11 oil mat wearing surface.**

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
R. H. PRANGE

PROJECT LENGTH: **2.44 miles**

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$20,000	$12,000	$4,000	$4,000	(County)

EXISTING FACILITIES: **28' stone surface on a roadbed graded and based under FAS project S-477 (1)**

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: **Bituminous surface 18' wide with 5' shoulders**

SOUTH/~~WEST~~ END: **14' gravel on a 20' roadway**

PROJECT DATA: **The proposed project is to construct an O-11 oil mat wearing surface on a roadbed previously graded and based under an FAS project.**

RIGHT OF WAY: **Minimum 60'**
ACCESS CONTROL: **None required**

RR XING: **None**
MINIMUM DESIGN STANDARDS: **No exceptions**

SYSTEM ACTION: **None required**
PUBLIC HEARING: **None required**

UNUSUAL OR COMPLICATED SITUATIONS: **None**

ROUTE DATA:

See S-477(1)

VRJ:eb

4-23-63

BENTON COUNTY
PROPOSED PROJECTS (1964 Funds)

FAS 209, Maxfield Creek Road: Kings Valley School-Maxfield Corner Section. Grade, surface, and 0-11 oil, 1.6 miles, $75,000.

The proposed project includes grading, base surfacing, and a 20' 0-11 oil mat with 4' shoulders. The county wishes the project to follow the existing alignment as closely as possible and the county engineer plans to provide a centerline survey.

X FAS 830, Bellefountain Road: Starr Creek Road-Fiechter Section. Oiling, 2.4 miles, $20,000.

The proposed project is for the placing of an 0-11 oil mat wearing surface on a section which was graded and based under a previous FAS contract. The county wishes this project to be placed on the ~~June 4~~ July 16 letting.

Approved 6-10-63

63-d
4/23/63

COUNTY ROAD FAS PROJECT DATA

4-19-63

1. Name of County BENTON FAS No. 830
2. County Road Name Route 1, Sections F & G. (Bellfountain Rd)
3. Section Name Starr Crk - Fiechter Crk Length 2.44 mi.
4. Type of Project Oiling
5. Survey to be done by: State ___ County ___
   (NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes x No ___
   Will it be furnished? Yes ___ No ___
7. Wearing Surface: Type 0-11 Width , 20 Shoulders 4
8. Grading & Drainage:
   By County ___ County Date of Completion ___ By Contract ___
9. Bottom Base Course:
   By County ___ County Date of Completion ___ By Contract ___
10. Leveling Course:
    By County ___ County Date of Completion ___ By Contract ___
11. Wearing Surface:
    By County ___ County Date of Completion ___ By Contract ___
12. Clearing:
    By County ___ County Date of Completion ___ By Contract ___
13. Is there any merchantable timber on right-of-way? Yes ___ No ___
14. Will timber be reserved for owner? Yes ___ No ___
15. Will timber become property of contractor? Yes ___ No ___
    Remarks ___

MATERIAL SOURCE -

16. Gravel ___ Quarry ___ Cinders ___
17. Owner: County ___ State ___ Private ___
18. Location: ___ Section ___ Township ___ Range ___ W.M.

RECEIVED
APR 22 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

CCR 61-8

19. Materials furnished by County: Borrow____ Select Topping____

Base Course_____ Level Course_____ Mineral Aggregates_____

20. Miscellaneous Items: ____________________

Remarks:____________________

____

FINANCIAL- -

21. Estimated Cost: $____________

22. Available FAS Funds: $____________

23. Date Match Money is Available: ____________

24. Will there be any 100% County Money? Yes____ No____

25. Maximum Amount of 100% County Money Available: $____________

26. Date County Requests Letting: ____________

Remarks____________________

____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes____ No____

28. Will right-of-way be acquired by: Resolution_____ or Deed_____

29. Should State prepare options? Yes_____ No_____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

31. Should material source site be included in right-of-way descriptions?

Yes_____ No_____

32. Does project run inside city? Yes_____ No_____
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes_____ No_____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks____________________

UR 61-8

RAILROADS- -

34. Location: ____

35. Name of Railroad: ______________________________________

36. Number of tracks: __________

37. Sight distance: __________(Left) __________(Right)

38. Number of trains______________________

39. Angle of intersection______________________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes____ No____

43. Will replacement by by: County_________ Contract_________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes_____ No____

45. Will County adjust structure to additional width? Yes____ No_____

46. Will adjusted width be standard? Yes____ No_____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks____

____

47. Is project contingent upon other factors? Yes____ No____

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain:______________________________________

____

____

____

CCR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ____________________

50. (c) Surveys (Coordination with outside surveys)

Explain: ____________________

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No___

52. Does County wish sight posts installed? Yes___ No___

53. Does County wish guard rail installed? Yes___ No___

54. Does County wish seeding and mulching incorporated into job?

Yes___ No___

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Benton County

4-19-63 Date

By E B Larkin
Judge or Commission Chairman

By Curtis C. Hansen
County Engineer

____
O.S.H.D. Field Engineer

Date______________________

CCRW-4

18-1605 Klamath Falls Tr. Signal Revision 1963
on Rts. US 97 & ORE 66 at 13 street
#6307 inters. thru business district

RECEIVED
OCT 15 1964

FORM E-30 50M 5-63 43900

FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1964

SUBJECT:

To: Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

The replacement of the 13 signal controllers through the City of Klamath Falls was completed on September 27, 1964.

The Request for Outside Billing to the City of Klamath Falls has been submitted to the Accounting Division. The estimated cost of this project was $6,000. The actual cost of $5,039.18. The refund then to the City of Klamath Falls was $480.41.

Robert N Bothman
R. N. Bothman
Sign Engineer

RNB:nk

cc: E. S. Hunter

NOTED
TOM EDWARDS

RECEIVED
SEP 21 1964
FOR [illegible]

September 15, 1964

Hartford Accident & Indemnity Co.,
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

On August 19, 1964, we wrote to you concerning release of final payment on contract #6307, awarded to Hahn Electric Co., for traffic signal revision on the Klamath Falls (Business district) Section of US97 (Business Route) and ORE66 in Klamath County.

Final payment on this contract is $2,006.25 and the total contract amount is $26,214.40, including $111.40 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Hartford Accident & Indemnity Co.,
Fred Gatter Ins.,
10 North Oakdale Avenue
Medford, Oregon

cc: Hahn Electric Co.,
P. O. Box 885
Klamath Falls, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 19 1964
FOR FILING

[illegible]

6307

August 18, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 24 on Contract No. 6307. The contract was with Hahn Electric Company and was for work on traffic signals in the Klamath Falls business district on U. S. 97 business route and State Route 66 in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 18, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
NOV 1 1963
FOR FILING

12-1605

6307

October 30, 1963

Mr. Robert G. Kyle
City Manager
City Hall
Klamath Falls, Oregon

Dear Mr. Kyle:

Your recent letter requested either complete replacement or complete renovation of all existing traffic signal controllers in Klamath Falls.

It is not possible to renovate a traffic signal system control unit economically, because of the large amount of labor that is required to do this type of work. The controller units in Klamath Falls should not be in a condition at this time to require replacement, since they were completely replaced under a previous contract in 1956. If these signal control units have received proper maintenance since 1956, then the life expectancy should be upwards of from 12 to 15 years.

Before a final decision is made on this matter, we should have from you the frequency and type of maintenance difficulties that you are experiencing with these units. We should also be advised as to the normal routine maintenance which these units receive from the City of Klamath Falls.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
Dean Swift
R. N. Bothman
S. P. Jones

LEG:njc jw

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 --- TELEPHONE TUxedo 4-3161

MAY 18, 1905

OFFICE OF THE CITY MANAGER

BOB G. KYLE

October 23, 1963

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. F. Bruce Crandall

Gentlemen:

Reference is made to the traffic signal repair project in downtown Klamath Falls. We are concerned about the old signal control boxes that will be re-used in the new project, as the condition of wiring and mechanism in these boxes is quite questionable, and we feel that we will have continued troubles with the system until these control units are either replaced or completely renovated. We are enclosing a photograph of the interior of a control box located at 9th and Main, which clearly illustrates the "mess" of old wiring that has been bypassed and/or replaced during the past years. Other boxes are in a similar condition.

We realize that this work would add a considerable amount to the contract. However, we think it may be necessary in order to gain a satisfactory signal system.

We are advised by the resident engineer that some of the wiring in the re-used signal heads is defective, and we wish to call this matter to your attention. May we hear from you further on this project.

Very truly yours,

Bob Kyle

Bob G. Kyle
City Manager

BGK:cac

Enclosure

RECEIVED
OCT 24 1963
TRAFFIC ENGINEERING

RECEIVED
AUG 26 1963
FOR FILING

6307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1963

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments

OFFICE

Hahn Electric Company began work on the Business District (Klamath Falls) Traffic Signal Revision on U. S. 97 (Business Route) and State Route 66 in Klamath County, Contract No. 6307, on August 14, 1963.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

RECEIVED
OCT 8 1963
FOR FILING

6307

July 23, 1963

Hahn Electric Company
P. O. Box 885
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, accepted your proposal for the Klamath Falls Traffic Signal Revision on Routes US 97 and ORE 66 at 13 street intersections through the business district of Klamath Falls, Klamath County, for the sum of $23,603 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6307.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc. , Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUL 24 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1963

SUBJECT: Advance Deposit
Traffic Signal Revision
Klamath Falls

To: Mr. Ivan Merchant
OFFICE

Attention: Mr. C. A. Gardner

We have received this date a warrant from the city of Klamath Falls in the amount of $13,330 which represents the city's share for the estimated cost of traffic signal revisions in the central business district of Klamath Falls.

This project is now clear for award of contract.

John D. Graham
County & City Office Engineer

JDG:mm

cc: Lloyd Shaw
L. E. George
John Herr

NOTED
LLOYD P. SHAW

RECEIVED
JUL 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 - 1963

FOR FILING

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
May 28, 1963

State-City Agreement
Traffic Signal Modernization
Central Business District
Klamath Falls

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a conformed copy of an agreement with the City of Klamath Falls covering the modernization of traffic signals in the central business district of Klamath Falls.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Klamath Falls.

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

RECEIVED
JUN 11 1963
FOR FILING

18-16

4c-5

April 30, 1963

Mr. Bob G. Kyle
City Manager
City of Klamath Falls
P. O. Box 1200
Klamath Falls, Oregon

Dear Mr. Kyle:

On April 17 you wrote to Mr. Tom Edwards, Assistant State Highway Engineer, stating that the City of Klamath Falls was able financially to participate with the State in rehabilitating the traffic signal system in downtown Klamath Falls.

Investigation of the signals revealed that they have deteriorated to the point where maintenance has become a major problem. The Commission approved the project to modernize the signal system at an estimated cost of $24,000. It was the Commission's understanding that the City will pay one-half of the installation cost and will provide all of the maintenance and the electrical energy to operate the signals.

An agreement covering this project is being prepared and will be forwarded to you in the near future for your approval.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
C. H. Matson

RECEIVED
MAY 1 - 1963

FOR FILING

[illegible]

[illegible]

April 30, 1963

The Honorable Robert E. Veatch
Mayor of Klamath Falls
City Hall
Klamath Falls, Oregon

Dear Mr. Veatch:

Under date of April 25 the Highway Commission approved a cooperative project with the City of Klamath Falls to modernize the traffic control system on Main Street and the Sixth-Seventh Street couplet.

This project is estimated to cost $24,000. Plans will be prepared and bids taken at the June 4 bid letting. At that time, presuming an acceptable bid will be forthcoming, the City will be advised of the correct amount of the project authorization and bids will be held in abeyance until 50 per cent of the cost is deposited.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

bc Forrest Cooper
R. L. Porter
F. B. Crandall

RECEIVED
MAY 1 - 1963

FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 29, 1963

SUBJECT: Modernization of Traffic Signal System
US97 Bus (Main Street) & ORE66
Klamath Falls

To:

V. P. Johnson
Traffic Control Engineer
OFFICE

Agenda Item: 4c-5

At its meeting of April 25 the State Highway Commission approved a cooperative project with the City of Klamath Falls to modernize the traffic signal system on US97 Business (Main Street) and ORE66 (6th-7th Street Couplet) in Klamath Falls.

This project is estimated to cost $24,000 with the City to pay one-half the cost and maintain the system and provide electrical energy.

The plans as of this date have been prepared and are in Mr. Edwards' office awaiting signature. The agreement was transmitted to the Legal Division on April 18 and presuming that all other contingencies are cared for we will take bids on June 4.

F. B. Crandall
Traffic Engineer

JAH:njc

cc: Tom Edwards ✓
C. H. Maison
Ivan Merchant
I. A. DeFrance
Dean Swift

NOTED
TOM EDWARDS

RECEIVED
APR 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 22 1963
FOR FILING

April 22, 1963

Oregon State Highway Commission

Gentlemen:

In 1941, traffic signals were installed on Main Street (US97 BUS) in Klamath Falls. In 1957, signals were installed on the 6th and 7th Street Couplet (OR 66) in the same city.

The Main Street signals have deteriorated to the point where maintenance has become a major problem. It is necessary to replace almost all of the traffic signal cable and to replace many of the pole basis which have shifted and no longer hold the poles vertical. On both the Main Street and 6th Street signals only one head is provided instead of the two, which is the current standard, and the square type WALK-DONT WALK pedestrian signals have not been installed.

It is proposed to modernize this signal system in cooperation with the City. Your approval is recommended for this project, which is estimated to cost $24,000, with the City paying one-half the cost. After installation the City will maintain the system and provide electrical energy.

Sufficient funds have been provided in the Minor Betterment Funds for Traffic Signal Projects to be Selected to cover the cost of the work.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
Dean Swift

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 TELEPHONE TUxedo 4-3161

OFFICE OF THE CITY MANAGER

BOB G. KYLE

April 17, 1963

State of Oregon
State Highway Commission
Salem, Oregon

Attention: Mr. Tom Edwards

Gentlemen:

Reference is made to your letter dated February 5, 1963 on the subject of rehabilitating the traffic signal system in downtown Klamath Falls.

I am instructed by Mayor Veatch to notify your office that the City is in a position with the 1963-64 budget to participate on an equal basis with the State, meeting the cost of this project.

The present signals are in such deplorable condition that great inconvenience is caused to the traveling public. Therefor, we suggest that this project be considered and placed under contract at an early date.

Very truly yours,

Bob G. Kyle

Bob G. Kyle
City Manager

Noted
Edwards

BGK:cac

cc: Mayor Veatch

To general file

RECEIVED
APR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 18 1963

FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1963

SUBJECT:

To:

MEMO TO THE FILE

Earlier this year the matter of rehabilitation of a single system in Klamath Falls came to our attention. The system is in bad shape. A cost of $24,000 was estimated. The City of Klamath Falls was advised of the estimate and of the fact that the State would be willing to go ahead with the rehabilitation, provided the City assumed half the cost.

Mayor Veatch called me this date and advised me they would be willing to go ahead, based on the assumption that their budget would be approved early in May.

I advised Mayor Veatch that we would proceed with the plans, call for bids on the June 4 letting and would at that time request the City to deposit their share.

Tom Edwards

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc The Hon. Robert E. Veatch
Mayor of Klamath Falls

Forrest Cooper
R. L. Porter
F. B. Crandall

RECEIVED
FEB 6 - 1963

FOR FILING

[illegible]

[illegible]

February 5, 1963

Mr. Robert Kyle
City Manager
City Hall
Klamath Falls, Oregon

Dear Mr. Kyle:

On December 18, you wrote to Mr. F. B. Crandall, Traffic Engineer, concerning the remodeling of the traffic signals in downtown Klamath Falls. Subsequently, a representative of the Traffic Engineering Division contacted you and discussed this matter.

It is believed that all of the overhead wiring, the interconnection circuits and the power circuits should be replaced. In addition, it is believed that the system should be remodeled to provide two signal heads for all entering vehicles and to replace the existing "WAIT-WALK" signals with the square "WALK-DON'T WALK" type which is at present the national standard. The work to be done is estimated to cost $24,000 and the cost should be shared equally by the City and the State.

If the plan outlined above meets with the approval of City officials and if you will so inform me, I will be happy to present the matter to the State Highway Commission for its consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

BC: Forrest Cooper
R. L. Porter
F. B. Crandall

VPJ:pk jw

FORM E-30X—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 25, 1963

SUBJECT: Traffic Signal Revision
City of Klamath Falls

To: Val Johnson
Traffic Control Engineer
OFFICE

A closer inspection of the Klamath Falls signal system reveals that there is considerable more work involved in rehabilitation than was first believed. Whereas, the existing poles are adequate and will not need replacement, there are eight bases that have shifted and will have to be replaced. In addition the overhead junction boxes on the poles are not adequately sized and should be replaced with new terminal cabinets. This will necessitate replacing of the entrance conduit nipple into the pole causing considerable welding work.

The cost of replacing the pedestrian signals is a major item, however, it is felt that the existing brackets can be used for the new installations. Along Main Street and at 6th and Klamath Avenue and 9th and Pine Street, all overhead cable and span wire and all the existing interconnect circuit and power circuits should be replaced. The insulation on all existing wiring appears to be frayed and in danger of shorting.

The new estimate of $24,000 would also include the signal at Main Street and Esplande Street and the signal at 9th Street and Pine Street. The cost would also include the painting of the old signal system to our standards.

Mr. R. Kyle, City Manager, Klamath Falls, was contacted regarding the possibility of sharing the cost of the revision with the State on a 50-50 basis. Mr. Kyle indicated that the City would be willing to do so and that he would proceed to budget the necessary amount.

Mr. Kyle also indicated that when the rehabilitation proposal was presented to the City Council, that they did decide to try to include the signal revision plan with a one-way couplet plan to avoid further revisions to the signal system at a future date. The writer does not know what steps have been taken by the City to initiate this plan.

It is suggested by the writer that the City's wishes be ascertained as to whether they would proceed with the signal revision as planned or if they would deem it advisable to wait until such time as a one-way couplet is agreed upon.

William R. Zirbes
William R. Zirbes
Signal Engineer

WRZ:jv

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 8, 1963

SUBJECT: Traffic Signals
Klamath Falls

To:
Tom Edwards
Ass't. Highway Engineer
OFFICE

I am returning herewith a letter from Mr. Crandall on the above subject. As instructed, we have made a tentative estimate of the cost of revising the traffic signals as outlined in Mr. Crandall's letter.

Our tentative estimate is as follows:

Item	Number	Cost
Vehicle Heads	38	$3,300
Pedestrian Heads	54	9,300
Cable & Wiring	All	8,400
Pole Replacement	8	2,000
Total		$23,000

This estimate is tentative in that we have not made a field investigation. A complete investigation would involve use of a ladder-truck for checking of cable and signal heads and it is probable that we have allowed more money than necessary for pole replacement.

Val Johnson
Val Johnson
Traffic Control Engineer

1/2 & 1/2

VPJ:pk
Attachment

1/7/63
Tom Edwards
Ass't. State Hwy. Engr.

RECEIVED
JAN 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 5-62 43908

Val Johnson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
December 19, 1962

Edw. to Head
How much $
12/20

SUBJECT: Traffic Signals
Klamath Falls

To: Tom Edwards
Ass't. State Highway Engineer
BUILDING

I am attaching a copy of a December 18, letter from Bob Kyle, Klamath Falls, indicating a need for rewiring of signals and requesting that we proceed in this direction.

These signals, on Main Street, were installed back in 1941 and are undoubtedly in need of some major betterment treatment. Although we made no detailed survey of the state of deterioration of the signal system, in all probability the signal and controller are pretty well "shot" and should be replaced. Also, the signals could well be upgraded to our current standards; two vehicular signal indications instead of one, modern pedestrian signal indications, etc.

I believe that some consideration could well be given to a full scale rehabilitation and modernizing project if the City were agreeable and we could work out a cooperative undertaking. At this stage I have not checked with the Bureau of Public Roads but this type of work, if done by contract, could be set up for Federal participation.

If you feel that the idea has merit, we will work-up some detailed arithmetic on costs.

F. B. Crandall

F. B. Crandall
Traffic Engineer

FBC:sm
Attachment

RECEIVED
DEC 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TRAFFIC CONTROL
ENGR.

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 TELEPHONE TUXEDO 4-3161

OFFICE OF THE CITY MANAGER

BOB G. KYLE

December 18, 1962

State of Oregon
Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. F. B. Crandall, Traffic Engineer

Dear Bruce:

You will recall some time ago we discussed the desirability of a complete rehabilitation of the traffic signal wiring in downtown Klamath Falls, particularly the signal lights on Main Street, which were installed many years ago.

On at least two occasions in the past few months, the latter being only last week, we experienced shorting in the wiring which created a "hot" pole, and the celebrating pedestrians had some difficulty in hanging on to a light standard charged with 120 volts. I am enclosing herewith pieces of wire taken from the top of a signal pole on the northwest corner of 6th and Main, the location of our latest difficulty.

As I recall, we discussed the project of a complete rewiring job of these signals as a state contract, and we enquire now as to the progress that has been made along these lines.

Very truly yours,

Bob G. Kyle
City Manager

BGK:cac

Enclosures

RECEIVED
DEC 19 1962
TRAFFIC ENGINEERING

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FOR FILING
11-11
[illegible]

March 2, 1962

Mr. Bob G. Kyle
City Manager
City Hall
Klamath Falls, Oregon

Dear Mr. Kyle:

This will acknowledge receipt of your letter of February 21st to Mr. J. Al. Hood, Assistant Traffic Engineer, in regard to proposed change in the traffic signals at the intersection of South Sixth (Ore. 66) and East Main Streets.

In regard to the first question raised, the signal operation proposed by the City would result in Main Street traffic receiving the green indication on alternate cycles with the northerly leg receiving it on one cycle and the southerly leg on the second cycle. It is not believed that such operation would be successful in that it would result in considerable delay to traffic entering the intersection from the north. When this intersection was counted in January, 2,454 vehicles entered the intersection from the north during a 24-hour period.

One thing that should be borne in mind is the fact that it will be a fully-actuated three-phase signal (those vehicles entering from the south will receive a green indication only when there is an actual demand) because of the low traffic volume on the south leg there will be many cycles when there will be no actuation and consequently, no green indication to the south.

In regard to your second question, it was our thought that the present left turn prohibition off Sixth Street would remain in effect. It is felt that if the left turns were permitted, congestion on Sixth Street would result.

I trust that the above explains our thinking on this matter. If this office can be of any further service, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
Dean Swift

VPJ:pk jw

CITY OF KLAMATH FALLS, OREGON
POST OFFICE BOX 1200 ... TELEPHONE TUXEDO 4-3161

OFFICE OF THE CITY MANAGER
BOB G. KYLE

ERRED TO 2/23/62
Johnson
ASST. TRAFFIC ENGR.

February 21, 1962

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. [illegible]. Al Head

Gentlemen:

The plan for revised operation of traffic signals at the intersection of South Sixth (ORE 66) and East Main was reviewed by the City Council. The Council expressed interest in making this revision of the signals; however, they brought up a couple of questions that should be answered before they make their final determination:

1. It was suggested that South Sixth Street opereated as Phase A follow both Phase B and Phase C so that in effect the signals would operate:

Phase A	Sixth Street
Phase B	North Leg of East Main Street
Phase A	Sixth Street
Phase C	South Leg of East Main Street

2. No reference was made in the proposal as to the left turn movements from South Sixth Street. At the present time these left turn movements are prohibited. Would this still be the case with the signal revision? We presume that left turn movements would not be authorized as a pile-up of traffic would probably result otherwise.

We would appreciate your further comment on these matters.

Yours truly,

Bob G. Kyle
City Manager

BGK:vs

NOTED
TRAFFIC CONTROL

RECEIVED
FEB 23 1962
TRAFFIC ENGINEERING

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15 1962
FOR FILING
[illegible]
[illegible]

February 1, 1962

Mr. Robert Kyle
City Manager
City Hall
Klamath Falls, Oregon

Dear Mr. Kyle:

This is in further acknowledgement of your letter of December 8, 1961, concerning a revised operation of the traffic signals at the intersection of South Sixth Street (Ore. 66) and East Main Street in Klamath Falls. A vehicle and pedestrian count was taken at this intersection on Wednesday and Thursday, January 10th and 11th, a summary of which is attached.

At the present time all traffic entering from the south must make either a right or left turn. Capacity computations indicate that this intersection can be put on three-phase operation to provide a signal interval for those vehicles entering from the south.

It is recommended that the signals be revised to three-phase operation with the green signal indication alternating as follows:

Phase A	-	Sixth Street
Phase B	-	North Leg of East Main Street
Phase C	-	South Leg of East Main Street

If such operation is provided, it will be necessary to eliminate the present free right turn from east to north. It will still be possible for this turn to be made on the red signal indication after stopping.

The estimated cost of this revision is $3,500 and would be borne equally by the City and State. If this proposal meets with the approval of City officials, and if you will so inform me, I will present the matter to the Highway Commission for consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attach.

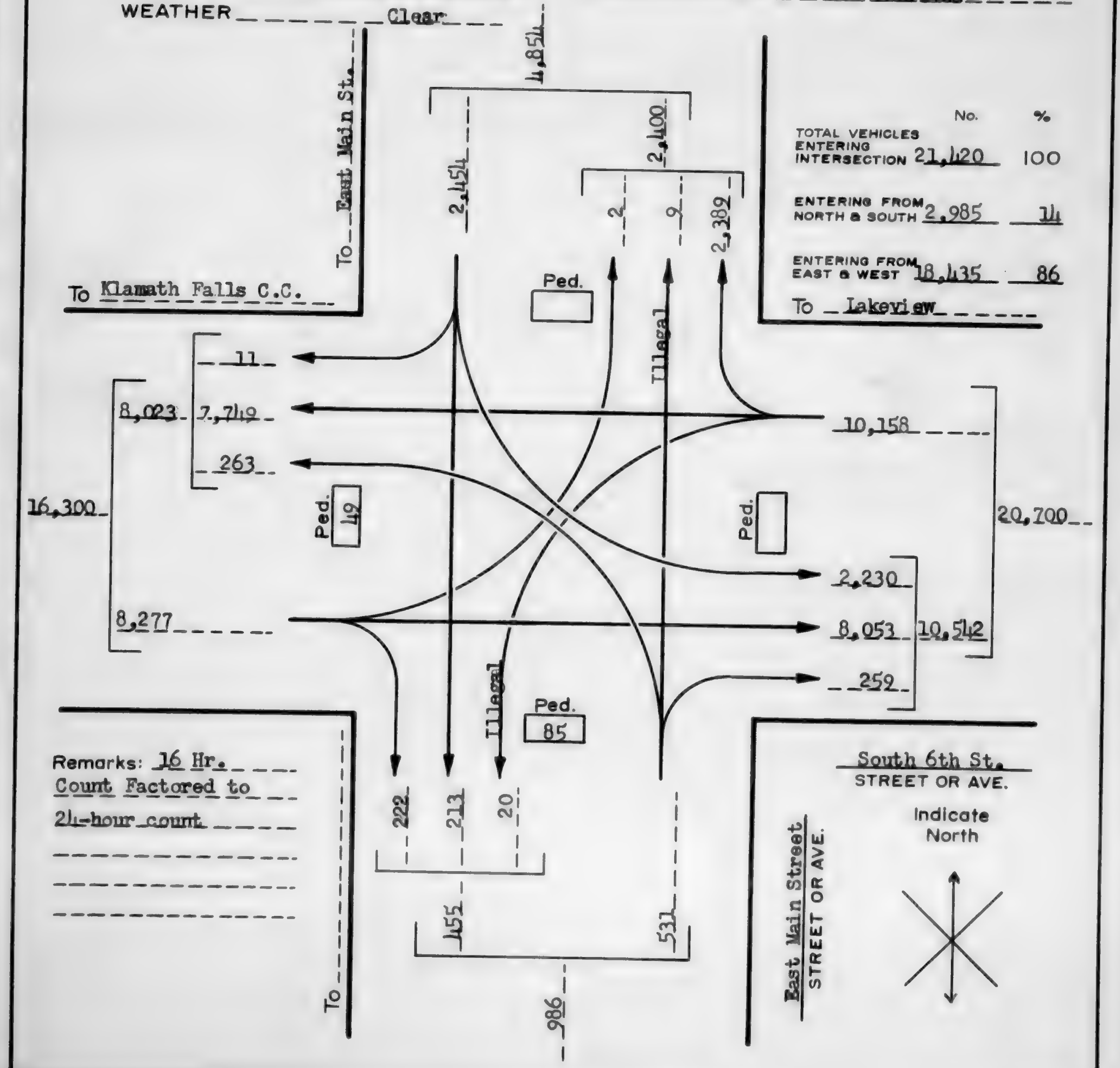
cc Forrest Cooper
G. S. Paxson
F. B. Crandall
Dean Swift

FBC:nc jw

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 10-11, 1962
DAY OF WEEK Wednesday-Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00AM to 10:00PM
PEDESTRIAN COUNT 8 HRS.
HOURS COUNTED 6:00AM to 10:00PM
WEATHER Clear

CITY OF Klamath Falls
INTERSECTION OF South 6th Street
AND East Main
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	21,420	100
ENTERING FROM NORTH & SOUTH	2,985	14
ENTERING FROM EAST & WEST	18,435	86

Remarks: 16 Hr. Count Factored to 24-hour count

South 6th St.
STREET OR AVE.

East Main Street
STREET OR AVE.

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ....January 10-11, 1962..........

Day of week ....Wednesday - Thursday..........

Hours counted ....

Weather ....Clear..........

Classification ....All Vehicles..........

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Pe Ce of Tot
		North to East	East to North	North to West	West to North	North to South	Illegal South to North	East to West	West to East	Illegal East to South	South to East	West to South	South to West	TOTAL				
A. M.	6:00- 7:00	32	36	1	1	2		175	76	1		1		325	35	11	290	8
	7:00- 8:00	59	130			3		501	287		5	5	1	991	68	7	923	9
	8:00- 9:00	92	108	1		4		531	334		3	3	5	1081	105	10	976	9
	9:00-10:00	87	105			26		454	383		4	9	12	1080	129	12	951	8
	10:00-11:00	88	147			10	1	546	464	1	9	13	9	1288	117	9	1171	9
	11:00-12:00	167	153	1		8	1	511	565		15	16	9	1446	201	14	1245	8
P. M.	12:00- 1:00	175	178	1		13		627	601	1	30	21	31	1678	250	15	1428	8
	1:00- 2:00	162	149	2		12	2	549	603		19	20	27	1545	224	14	1321	8
	2:00- 3:00	144	156	1		10	1	503	556		4	8	23	1406	183	13	1223	8
	3:00- 4:00	184	156	2		3		447	547	1	16	8	16	1380	221	16	1159	8
	4:00- 5:00	212	188		1	8	1	624	932	2	13	13	21	2015	255	13	1760	8
	5:00- 6:00	211	193			22		403	872		19	23	14	1757	266	15	1491	8
	6:00- 7:00	143	144			23	1	428	346		8	15	7	1115	182	16	933	8
	7:00- 8:00	118	137			9		320	260		8	13	7	872	142	16	730	8
	8:00- 9:00	87	84			26		189	233	1	47	15	31	713	191	27	522	7
	9:00-10:00	66	108	1		15	1	236	262	11	35	19	26	780	144	18	636	8
	10:00-11:00																	
	11:00-12:00																	
A. M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total		2230	2389	11	2	213	9	7749	8053	20	259	222	263	21,420	2985	14	18,435	8
16-Hour total		2027	2172	10	2	194	8	7044	7321	18	235	202	239	19,472	2713	14	16,759	8
....-Hour total																		
Control																		
Factor																		

Tabu

Comp

Chec

Chec

..........E. Main St.......... St. is North and South

..........So. 6th St.......... St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Klamath Falls
Intersection So. 6th St.-E. Main St.
Station number
Code number

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
								North	East	West	South	North	East	West	South
	1		325	35	11	290	89								1
5	5	1	991	68	7	923	93								
3	3	5	1081	105	10	976	90								
4	9	12	1080	129	12	951	88								8
9	13	9	1288	117	9	1171	91								2
15	16	9	1446	201	14	1245	86								7
30	21	31	1678	250	15	1428	85							7	11
19	20	27	1545	224	14	1321	86							8	13
4	8	23	1406	183	13	1223	87							3	
16	8	16	1380	221	16	1159	84							1	11
13	13	21	2015	255	13	1760	87							7	10
19	23	14	1757	266	15	1491	85							6	12
8	15	7	1115	182	16	933	84							7	7
8	13	7	872	142	16	730	84								
47	15	31	713	191	27	522	73							3	3
35	19	26	780	144	18	636	82							7	
259	222	263	21,420	2985	14	18,435	86	4854	20,700	16,300	986			49	85
235	202	239	19,472	2713	14	16,759	86	4413	18,817	14,818	896				

Tabulated by
Computed by
Checked by
Checked by

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RECEIVED
1961
FOR FILING

FORM E-12[illegible]-X

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 13, 1961

Mr. Bob G. Kyle
City Manager
City Hall
Klamath Falls, Oregon

Dear Mr. Kyle:

This will acknowledge receipt of your letter of December 8, concerning revision of the existing traffic signal operation at the intersection of South Sixth Street (ORE66) and East Main Street in the city of Klamath Falls. We will proceed to take a traffic count at this intersection and to study possible alternate methods of signal operation. At such time as our study has been completed, I will communicate with you further.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

VPJ:pk
bc: Tom Edwards

Noted!
E

RECEIVED
DEC 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

S-510(1) Little Luckiamute River-Old 1963
Hwy. Sec., FAS 751, W. of Monmouth
#6308 Stone base

Polk, fas 751

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
R. H. PRANGE

NOTED
R. M. ALLIS

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
DON HARWELL

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-2-64	CC 827		527-1065-297

INVOICE NUMBER 82005

Contract 630[illegible]
[illegible]

Polk County
Courthouse
Dallas, Oregon

~~Att: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Little Luckiamute River-Old Highway Section, FAS 751. Covered by agreement dated July 11, 1963.			
County advance deposit		14,100.00	
Less amount previously transferred		10,000.00	4,100.00
County share total cost		12,902.69	
Less amount previously transferred		10,000.00	2,902.69
To be refunded			1,197.31

RECEIVED
JUL 3
ENGINEER
COUNTY & CITY

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

State

RECEIVED
MAY 22 1964

Monthly transaction number 5-84	Fo R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 5-12-64	County Polk
Project report number 8		Project number S-310(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 14, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 70,791.00

Revised Federal funds $ 44,822.23

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of May, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engr.
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
By
Division Engineer

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 8-52	FORM -2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE **Oregon**
		COUNTY **Polk**
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. S-510(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 3 mi. S. Monmouth W. 3.2 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-20-63	3.129
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 69,117.00	$ 43,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stean

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 14, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-510(1)

LITTLE LUCKIAMUTE RIVER-OLD HIGHWAY SECTION

OF FAS ROUTE 751 IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 1, 1963

Type Code 2010
Roadway (Sta. 0+20 to Sta. 165+40) (Contract 6308)

Pit-run Gravel in Base	18,600 cu.yds.	$2.09	$38,874.00
3/4"-0 Material in Base	6,400 cu.yds.	3.46	22,144.00
Sprinkling	520 M-gals.	3.30	1,716.00
			$62,734.00
Flagging (57-1/2% of Contractor's Cost)	All Req.		$ 100.00
	Subtotal		$62,834.00
	10% Engr. & Cont.		6,283.00
	Total		$69,117.00

Length of Roadway . . . . .3.129 miles
Cost of Roadway Per Mile. $22,089.16

Federal Funds	$43,500.00
State Funds.	12,808.50
County Funds.	12,808.50
	$69,117.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
NOV 12 1963
FOR FILING

November 8, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On October 7, 1963, we wrote to you concerning release of final payment on contract #6308, awarded to Salem Road & Driveway Co., for stone base on the Little Luckiamute River-Old Highway Section of FAS 751 in Polk County.

Final payment on this contract is $3,136.70 and the total contract amount is $66,627.43, including $458.36 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Salem Road & Driveway Co.,
P. O. Box 603
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

OREGON STATE HIGHWAY DEPARTMENT

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

10-8-63

Project Name Little Luckiamute River-Old Highway Section Contract No. [illegible]
Highway F.A.S. 750 757 Prefix No. 527-1065
County Polk F.A. No. S-510 (2)
Final inspection made on 10-1-63 (date) by Ger[illegible] Wimer
in company with BPR Area Engr. Glen Hossner

CHECK LIST

Date		Date	
[illegible]-63	Construction signs removed.	Not Closed	Opened to traffic.
None	Salem Office notified to rescind construction speed zone.		
[illegible]-3-63	Contractor removed equipment from project.		
9-23-63	Roadside cleanup completed.		

RECEIVED
OCT 8 1963
ENGINEER
COUNTY & CITY DIVISION

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project was accepted on September 23rd by Division Engineer R. L. Maurry in so far as the Highway Department is concerned. The county also accepted it at the same time. The present inspection was relative to the acceptance by the BPR. It was satisfactory in so far as they were concerned.

All contract work on this project has been completed and recommendation is made for acceptance on [illegible]-63 (date). The semi-final estimate will be submitted about 9-27-63 (date).

cc: Office Engineer L. H. Young
Construction Engineer F. [illegible] Morgan
Division Engineer R. L. Maurry
Maintenance Engineer
Resident Engineer H. H. Hoover
District Maintenance Supt.
Traffic Engineer
County & City Engineer, H. S. Cox

(signed) (title)

NOTED
H. S. COX

NOTED
DON HARWELL

POLK COUNTY ROAD DEPARTMENT
P.O.Box 12
Dallas, Oregon

RECEIVED
OCT - 4 1963
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

September 26, 1963

Mr. H. N. Hoover
Resident Engineer
Oregon State Highway Department
Albany, Oregon

Dear Sir:

Inspection was made of work performed under contract # 6308 on Little Luckiamute River Old Highway Section of Polk County FAS 751 project.

The work was found to satisfactory in all details and the County hereby acknowledges acceptance of same.

Very truly yours,

J Walker
J. D. Walker
Polk County Engineer

NOTED
R. D. ASBURRY

SEP 30 196

NOTED
H. N. HOOVER

RECEIVED
OCT 7 1963
FOR FILING

[illegible]

6308

October 7, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 20 on Contract No. 6308. The contract was with Salem Road and Driveway Company and was for stone base on the Little Luckiamute River-Old Highway Section of FAS Route 751 in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 7, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Sept. 28, 1963

SECTION: Little Luck Riv-Old Hwy

SECTION PREFIX: 527-1065

HIGHWAY: FAS 751

COUNTY: Polk

NAME OF JOB: Little Luckiamute River-Old Hwy.

KIND OF WORK: Stone Base

CONTRACTOR: Salem Road & Driveway

CONTRACT NUMBER: 6308

FEDERAL AID PROJECT NUMBER: S-510(1)

DATE OF CONTRACT: July 23, 1963

DATE WORK STARTED: Aug. 13, 1963

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 45

WORK DAYS USED: 29

PERCENT OF TIME ELAPSED: 64

PROJECT AUTHORIZATION: $ 70,688.25

ENGINEERING AUTHORIZATION: $ 5,026.72

EXCLUSIVE OF ENGINEERING: $ 65,661.53

ENGINEERING COST TO DATE: $ 3,500.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66,600

PERCENT OF AUTHORIZATION: 70 %

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ . . . . . . 1.4 %

DATE PROJECT WAS COMPLETED: Sept. 20, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		3.13		3.13	
MILES PARTIALLY COMPLETED					
MILES COMPLETED		3.13		3.13	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		25,000		16,000 gal SS-1,	PA # 1
TOTAL QUANTITIES CORRECTED TO DATE		24,264		16,000	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		24,264		16,000	
AVERAGE DAILY QUANTITIES		1,300		5,300	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	fair		
TUESDAY	"		
WEDNESDAY	"		SEP 30 1963
THURSDAY	"		
FRIDAY	"		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work by contractor.
TUESDAY	"
WEDNESDAY	"
THURSDAY	Took semi-final estimate estimate to Division Office
FRIDAY	
SATURDAY	

REMARKS

Contract completed.

FINAL REPORT.

SIGNED 3400 Spicer Road, Albany

ADDRESS H. W. Hoo

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

OREGON STATE HIGHWAY DEPARTMENT

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

NOTED
H. S. COX

NOTED
DON HARWELL

9-24-63

Project Name Little Luckiamute River- Old Highway Section Contract No. 6308

Highway FAS 750 Prefix No. 527-1065

County Polk F.A. No. S-510 (1)

Final inspection made on 9-20-63 (date) by R. D. Asburry

in company with Judge Burkhart, J. D. Walker, Polk County Engineer, and H. N. Hoover, Resident Engineer

CHECK LIST

Date

9-23-63 Construction signs removed.

None Salem Office notified to rescind construction speed zone.

9-23-63 Contractor removed equipment from project.

9-23-63 Roadside cleanup completed.

Date

Not closed Opened to traffic.

RECEIVED
SEP 24 1963
ENGINEER
COUNTY & CITY DIVISION

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

All phases of job very satisfactory. Although not called for in the contract, SS-1 emulsion was used, under Price Agreement, in the leveling course. This should help the County in maintaining the base until they are ready to oil it.

All contract work on this project has been completed and recommendation is made for acceptance on 9-23-63 (date). The semi-final estimate will be submitted about 9-27-63 (date).

NOTED
R. H. PRANCE

cc: Office Engineer
Construction Engineer
Division Engineer R. D. Asburry
Maintenance Engineer
Resident Engineer H. N. Hoover
District Maintenance Supt. F. T. Lacey
Traffic Engineer
County & City Engineer ✓

NOTED
R. M. ALLISON

R. D. Asburry
(signed)

Division Engineer
(title)

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-23-63	CC [illegible]14		527-1065-[illegible]

INVOICE NUMBER 79238

Polk County
County Courthouse
Dallas, Oregon
Att: County Court

NOTED
DON HARWELL

RECEIVED
JUL 24 1963
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			14,100.00
Partial transfer of county advance deposit for the Little Luckiamute River-Old Highway Section of FAS 751. Covered by agreement dated July 11, 1963.			10,000.00
To be retained			4,100.00

ACKNOWLEDGMENT OF BILLING REQU

Cash Received with Request: $______________

By______________________________

A 150 (REVISED 7-60)

Office of

County Court of Polk County

Dallas, Oregon

PHONE 623-2206

C. M. Barnhart
Polk County Judge

Allen A. Dunn
Polk County Commissioner

C. L. Burbank
Polk County Commissioner

NOTED
Harold C. Ayers
Bmd

NOTED
H. S. COX

NOTED
DON HARWELL

July 22, 1963

NOTED
V. B. JONES

Oregon State Highway
Commission
Salem 10, Oregon

Gentlemen:

Enclosed please find our warrant in the amount of $14,100.00 to cover the advance deposit required before awarding the contract for construction on the Little Luckiamute River - Old Highway Section of F.A.S. 751.

Very truly yours,

POLK COUNTY COURT

Allen A Dunn
Allen A. Dunn
County Commissioner

AAD/ec
encls.

RECEIVED
JUL 23 1963
ENGINEER
COUNTY & CITY DIVISION

To Hwr 7-23-63
V.J.

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

July 16, 1963

Polk County Court
Courthouse
Dallas, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On July 16, a satisfactory bid was received from Salem Roads & Driveways Company of Salem for construction of the Little Luckiamute River-Old Highway Section of FAS 751. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$62,734.00
Flagging	100.00
Engineering & Contingencies, 12-1/2%	7,854.25
Estimated Total Cost.	$70,688.25
County Advance Deposit 20% of $70,688.25 = $14,137.65 or say	$14,100.00

Please make this advance deposit by means of a check or warrant in the amount of $14,100 made payable to the Oregon State Highway Commission, forwarding same to this office. When the deposit is received, a contract can be awarded for this project.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

RECEIVED
OCT 9 1963
FOR FILING

6308

July 23, 1963

Salem Road and Driveway Company
P. O. Box 602
Salem, Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, accepted your proposal for stone base on Little Luckiamute River-Old Highway Section of FAS 751 in Polk County for the sum of $62,734.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6308.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. M. Young
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

RECEIVED
JUL 15 1963

FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.______

Salem, Oregon
July 11, 1963

Cooperative Construction Agreement
Little Luckiamute-Old Highway Section
S-510(1), FAS 751
Polk County

Mr. H. S. Cox
County & City Engineer
Office

Attached is a partially signed copy of a cooperative construction agreement with Polk County covering the Little Luckiamute-Old Highway Section of FAS 751 in Polk County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Polk County.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

Little Luckiamute River-Old Pacific Highway

MEMO TO J. W. NASH NOTED Date: April 30, 1963

FAS 751, POLK COUNTY

TERMINI: From the bridge over the Little Luckiamute 6.0 miles southwest of Monmouth northwesterly to a junction with the Old Pacific Highway West 3.0 miles south of Monmouth.

PROPOSED WORK: Place pit run base surfacing to a depth of 8" and a crushed leveling course 3" in depth, to a width of 28 feet.

NOTED
R. H. PRANGE

PROJECT LENGTH: 3.2 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$60,000	$36,000	$12,000	$12,000	(County)

EXISTING FACILITIES: A 22' gravel surface on a 34' roadway. Horizontal alignment is satisfactory and the vertical alignment will be improved by grading by county forces. There is a pile trestle bridge 38' long and 25' wide on the project and there is a steel pony truss bridge 136' long and 15'3" wide at the southerly end of the project.

NOTED
DON HARWELL

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: 16' P.C.C. on a 32' roadway

SOUTH/~~WEST~~ END: 20' gravel on 24' roadway

NOTED
H. S. COX

NOTED
V. R. JONES

PROJECT DATA: Construct a pit run base 8" in depth and a 3" crushed leveling course 28' wide. Short sections of the project are being regraded by county forces to improve vertical alignment.

RIGHT OF WAY: Minimum 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: Farm to market road through an area of large farms raising diversified crops. School bus, milk and mail route.

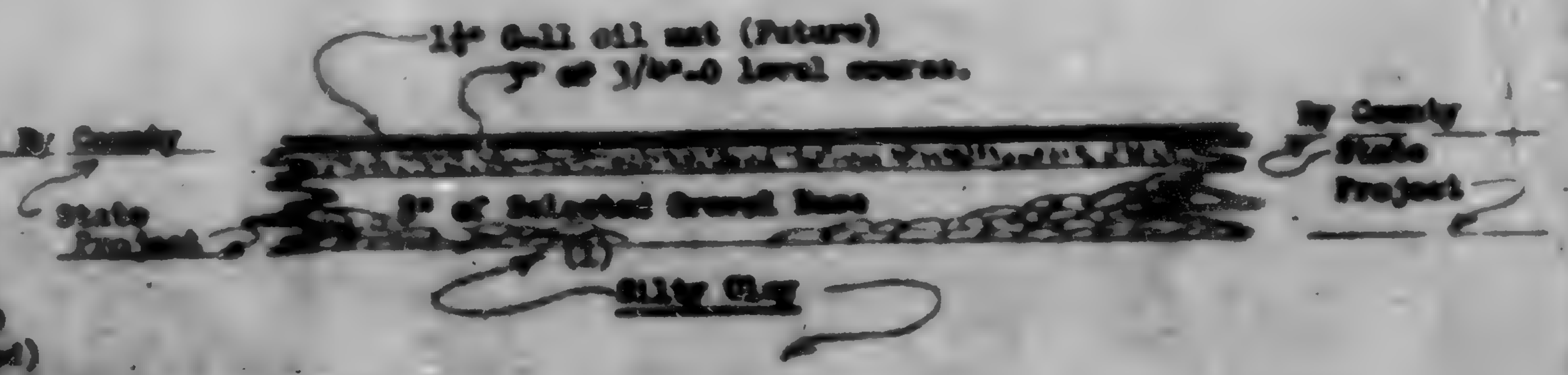
VRJ:eb

RECEIVED
MAY 9 - 1963
FOR FILING

OREGON STATE [illegible]
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section: LITTLE LUCKIAMUTE RIVER - OLD PACIFIC HIGHWAY WEST
Highway: F.A.S. 751
County: POLK
Proj. No.: S27-1012
Res. Engr.: E. E. Boorer
Approx. Length of Project: 3.2 Miles.
Sta. ______ to Sta. ______
Date: [illegible]-29-63

TYPICAL SECTIONS Traffic Classif. - LIGHT



1½" O-11 oil mat (Future)
3" of 3/4"-0 level course.
By County
State Project
8" of Selected Gravel Base
(1)
Silty Clay
By County
State Project

(1) Typical Soil
33 LL
10 PI
89 % P200
(No Rod)
4 % Gravel
2 % Coarse Sand
5 % Fine Sand
57 % Silt
32 % Clay
6 "R" Value
(Compacted)
AASHO Classif. - A-6 (8)

Required Thickness		Designed Spec.	Base	
Crushed	[illegible]	[illegible]	[illegible]	
		Future	1½	O-11
			3	Level
			8	Base
12½			11½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Suitable material source to be determined by the Engineer.											

B.P.R.
[illegible] State Highway Engineer
[illegible] Engineer
[illegible]

Submitted by

Recommended

Approved

NOTED
LLOYD P. SHAW

PAVEMENT TYPE SELECTION

LITTLE LUCKIAMUTE RIVER -
OLD PACIFIC HIGHWAY
F.A.S. 751
POLK COUNTY
Section 527-1/63

ipal Factors Governing Selection

		1968 Present		1988		% Heavy	
affic Classification:	LIGHT	ADT	90	ADT	136	Vehicles	10

(NOTE: Increase classification one step for heavy logging use)

s Characteristics: See design chart attached

Frost Penetration ______ Annual Rainfall 51"±

formance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: where constructed to present (1968) surfacing thickness standards

t Comparisons: Not appropriate due to other factors

ndary Factors Governing Selection

t Existing Pavements: County is generally oil

struction: Not a factor

Surface, or Elevated Design: Surface

of Aggregates: No problem

Competition: Not a factor

Consideration: No problem

Preference, Participating Local Government Preference, and
of Local Industry: County preference is for soil

No problem

an Adaptation of Local Materials or of Local Commercially
Mixes: Not a problem

AND REMARKS:
preference is an oil mat.

RECEIVED
MAR 13 1963
FOR FILING

Const
R/W
Co Rd - Polk

NOTED
R. L. PORTER

3-11-63

LOCATION PROSPECTUS
LITTLE LUCKIAMUTE RIVER-OLD PACIFIC HIGHWAY SECTION
COUNTY ROAD FAS 751
POLK COUNTY
PREFIX NO. 527-1412

The following prospectus is submitted concerning the above-mentioned section of County Road FAS 751, which is on the Federal-aid Secondary System. The westerly terminus is at M.P. 3.2 immediately east of the Little Luckiamute River crossing. The easterly terminus is at M.P. 6.4 which point is at the junction of FAS 751 and the old Pacific Highway West. The overall length is 3.2 miles.

This will be a location survey to prepare plans, specifications and estimates for grading, drainage, bottom course and leveling on existing alignment. The wearing surface is to be applied by the County. There are no towns affected by this project.

The general route follows the existing alignment with minor changes in vertical and horizontal alignment. Soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing 1962 ADT is 60 and the projected 1982 ADT is 100. Traffic and alignment warrant a Class "E" highway with maximum grade and curvature of 6 per cent and 10 degrees respectively. The typical section will consist of two 10-foot travel ways with 4-foot shoulders. Deviations from State and Federal standards are not anticipated.

Porter

The rise and fall and central angle will be determined during the survey. There will be no need to tie this project to the Lambert grid system.

This is a county road with no control of access. There are no railroad or major stream crossings.

The tentative base design for construction is:

Wearing Surface	1-1/4"	0-11 (By County)
Top Course Base	2 "	Level
Bottom Course Base	12 "	Coarse Base
Total Depth	15-1/4"	

NOTED
FORREST COOPER

(Base design is subject to change upon completion of soils investigation.)

Materials are available from commercial sources along the Willamette River in the vicinity of Independence.

Agreements with Polk County are routine.

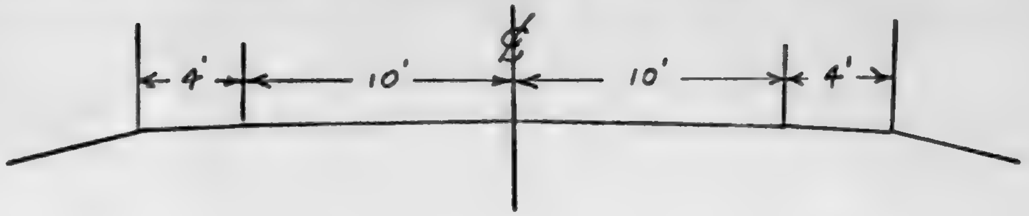
The County will make all arrangements for utility adjustments.

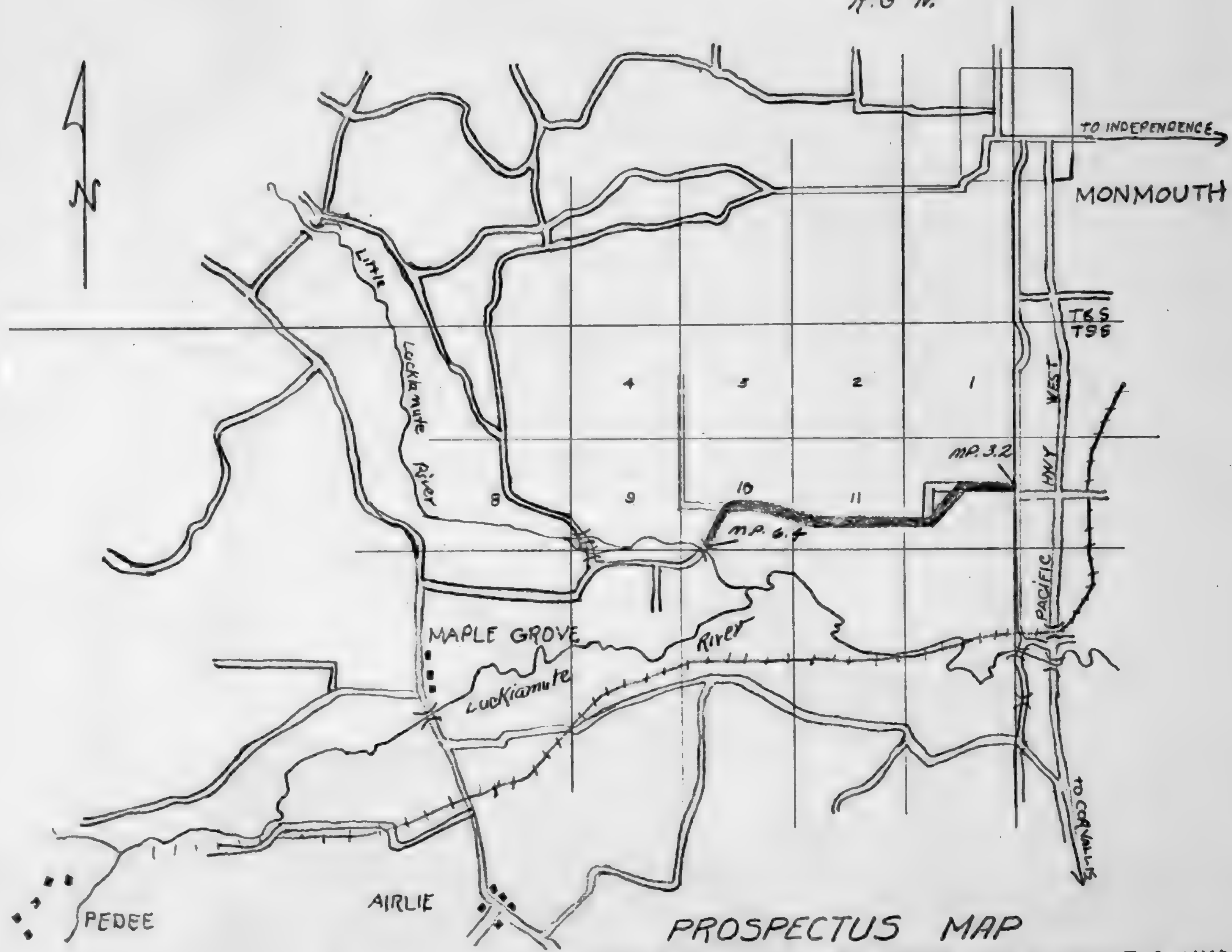
There are no State parks or roadside rest areas affected by this project.

March 11, 1963
Attachment
cc: Forrest Cooper ✓
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
Fred Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

TYPICAL SECTION





PROSPECTUS MAP

LITTLE LUCKIAMUTE RIVER - OLD PACIFIC HWY.

FAS 751

POLK COUNTY

SCALE miles

0 ½ 1

FORM E-30X—50M—10-62 46823

NOTED
[illegible] C. A[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
March 6, 1963

NOTED
DON HARWELL

SUBJECT: Little Luckiamute River-
Old Pacific Highway West Section
Polk County FAS 751

To:

~~Mr. F. D. Morgan~~
~~Construction Engineer~~
~~Department~~

[illegible] D. [illegible]

NOTED
R. H. [illegible]E

Herewith for your consideration "Authority for Survey" together with "Location Prospectus" covering the subject project.

This is a proposed Polk County FAS Project to be submitted to the next Commission meeting.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. H. S. Cox

RECEIVED
MAR 7 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. FRANCE

NOTED
L. N HARWELL

NOTED
H. S. COX

COUNTY ROAD FAS PROJECT DATA

2-7-63

1. Name of County Polk FAS No. 751

NOTED
Harold C. Ayers

2. County Road Name Elkins Road

3. Section Name Luckiamute River-Old Pacific Hwy. West Length 3.2 miles

4. Type of Project Grading - Surfacing

5. Survey to be done by: State X County ____
(NOTE: If project is canceled, County must pay for survey.)

NOTED
V. R JONES

PROJECT DATA -

6. Has base design been given to County? Yes ____ No X

Will it be furnished? Yes X No ____

NOTED
JOHN D. GRAHAM

7. Wearing Surface: Type Oil Mat Width 20' Shoulders 4'

8. Grading & Drainage:

By County ____ County Date of Completion ____ By Contract X

9. Bottom Base Course:

By County ____ County Date of Completion ____ By Contract X

10. Leveling Course:

By County ____ County Date of Completion ____ By Contract X

11. Wearing Surface:

By County X County Date of Completion ____ By Contract ____

12. Clearing:

By County ____ County Date of Completion ____ By Contract X

13. Is there any merchantable timber on right-of-way? Yes ____ No X

14. Will timber be reserved for owner? Yes ____ No ____

15. Will timber become property of contractor? Yes ____ No ____

Remarks ____

MATERIAL SOURCE By Contractor - - - - - - - - - - - - - - - - - - -

16. Gravel Crushed Quarry ____ Cinders ____

17. Owner: County ____ State ____ Private ____

18. Location: ____ Section ____ Township ____ Range ____ W.M.

Received
2-7-63

esk 61-8

2 Copies to [illegible]
1 " to [illegible]

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: ________________________________

Remarks: ________________________________

____

FINANCIAL- -

21. Estimated Cost: $ 100,000.00

22. Available FAS Funds: $ 143,000.00

23. Date Match Money is Available: May, 1963

24. Will there be any 100% County Money? Yes____ No X

25. Maximum Amount of 100% County Money Available: $____________

26. Date County Requests Letting: June 4

Remarks ________________________________

____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes X No____

28. Will right-of-way be acquired by: Resolution____ or Deed X

29. Should State prepare options? Yes X No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No X

31. Should material source site be included in right-of-way descriptions?

Yes____ No X

32. Does project run inside city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks ________________________________

CR 61-8

RAILROADS- None

34. Location: ____________

35. Name of Railroad: ____________

36. Number of tracks: ______

37. Sight distance: ______(Left) ______(Right)

38. Number of trains ____________

39. Angle of intersection ____________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks ____________

STRUCTURES-

42. Are there any structures to be replaced or altered? Yes____ No X

43. Will replacement by by: County________ Contract________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks ____________

47. Is project contingent upon other factors? Yes____ No X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ____________

CCR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ____________________

50. (c) Surveys (Coordination with outside surveys)

Explain: ____________________

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes X No___

52. Does County wish sight posts installed? Yes___ No X

53. Does County wish guard rail installed? Yes___ No X

54. Does County wish seeding and mulching incorporated into job?

Yes___ No X

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Polk County

Feb 6-1963 Date

By M. Barnhard
Judge or Commission Chairman

By J. DeWalter
County Engineer

Verne R Jones
O.S.H.D. ~~Field~~ Planning Engineer

Date Feb 4, 1963

CCR4-4

2-4-63

POLK COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 751, Elkins Road: Little Luckiamute River-Old Pacific Highway West Section, 3.2 Miles, $90,000.

The proposed project requires light grading and the placing of a crushed gravel surface to a top width of 28 feet. The county will place a 20' oil mat wearing surface with their own forces following the base construction. This improvement will follow the existing alignment and there will be only minor changes in the grade line.

Comm approved
3-14-63

63-b
2/4/63

NOTED
H. S. COX

NOTED
DON HARWELL

January 30, 1963

Mr. J. D. Walker
Acting Engineer, Polk County
175 Alice Street
Salem, Oregon

NOTED
Harold C. Ayers

FAS 751

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

Dear Mr. Walker:

We are informed by Judge Barnhart that you are preparing a submission of an FAS project for Polk County. I am enclosing two copies each of the request forms covering both bridges and road projects. This office requires only one copy and one can be retained for the county's records. The total of FAS funds available to Polk County is $143,000.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Hon. C. M. Barnhart

NOTED
JOHN D. GRAHAM

S-441(2) Belt Line Rd., SP RR O'Xing Sec.,1963
Belt Line Co. Rd., Struct., Grad.
#6309 & Stone base Folder [redacted]

CYA
2629
RR
608

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87360

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-11-66	CC 9[illegible]1		520-1007-0[illegible]7

NOTED
H. S. COX

Lane County
Courthouse
Eugene, Oregon

Att: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Belt Line Road, SPRR Overcrossing, FAS [illegible]. Covered by agreement dated July 15, 1963.			
County advance deposit		77,[illegible].00	
Less amount previously transferred		60,[illegible].00	
Amount retained			17,[illegible]00.00
County share construction costs		[illegible]4,5[illegible]3.[illegible]9	
Less amount previously transferred		[illegible],[illegible].00	
			4,503.69
To be refunded			13,29[illegible].31

NOTED
RICHARD UNREIN

RECEIVED
MAR 14 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWL[illegible]

NOTED
DON HARWELL

RECEIVED
APR 6 - 1965
FOR FILING
6309

April 5, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $1,914.72 will be made to Hamilton and Thoms, Inc., on Contract No. 6309 for structure, grading and stone base on the Belt Line Road Overcrossing Section of the Belt Line Road (FAS 860) in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $319,173.84, including the post-final payment. Of the total $204.02 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Hamilton & Thoms, Inc.
P. O. Box 726
Eugene, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
DEC 10 1964

FOR FILING

[illegible] (7)

6309

December 9, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 4 on Contract No. 6309. The contract was with Hamilton and Thoms, Inc. and was for work on the Belt Line Road Overcrossing of the SPRR on Belt Line County Road FAS 860 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 9, 1964, and that you concur in this procedure at the Commission meeting on December 15.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: [illegible]8863

WEEK ENDING: Sept. 4, 1964

SECTION: Belt Line Rd. O'Xing

SECTION PREFIX: 520-1097

HIGHWAY: Belt Line Co. Rd., FAS 860

COUNTY: Lane

NAME OF JOB: Belt Line Rd. SPRR O'Xing Section

KIND OF WORK: Structures, Grading, Stone Base

CONTRACTOR: Hamilton & Thoms, Inc.

CONTRACT NUMBER: 6309

FEDERAL AID PROJECT NUMBER: S-441(2)

DATE OF CONTRACT: July 26, 1963

DATE WORK STARTED: [illegible]

ESTIMATED COMPLETION DATE: 9-64

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 7 SUPERVISION: 1

SPECIFIED WORK DAYS: 200

WORK DAYS USED: 135 140

PERCENT OF TIME ELAPSED: 70%

PROJECT AUTHORIZATION: $ 388,678.50

ENGINEERING AUTHORIZATION: $ 27,639.36

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Corrected to date: 100%

EXCLUSIVE OF ENGINEERING: $ 361,039.14

ENGINEERING COST TO DATE: $ 24,149.66

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ [illegible]

PERCENT OF AUTHORIZATION: 87 %

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 4.43 %

DATE PROJECT WAS COMPLETED: Sept 4, 64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.40	0.40			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.40	0.40			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	123,300 CY	8,050 CY			
TOTAL QUANTITIES CORRECTED TO DATE	109,216 CY	7,970 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	109,216 CY	7,970 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY		1			
HOURS PER SHIFT		8			

EQUIPMENT USED DURING THE WEEK:

1 Pickup 1 Roller 1 Tractor w/broom
1 Blade 1 Water Truck

	WEATHER	HOURS DELAY	Workdays Charged	CAUSE OF DELAY
SUNDAY				
MONDAY 8-31	Overcast	0	1	
TUESDAY 9-1	Overcast	0	1	
WEDNESDAY 9-2	Overcast	0	1	
THURSDAY 9-3	Fair	0	1	
FRIDAY 9-4	Fair	0	1	
SATURDAY				

CONSTRUCTION DIVISION
RECEIVED
SEP 8 1964

NOTED

NOTED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 8-31	Bridge: No activity. Grading: Sub-contractor completed placing 3/4"-0 base from E. end of structure to E. end of project and finished to yellow top grades.
TUESDAY 9-1	Bridge: Patching chipped deck. Grading: Completed placing 3/4"-0 base from W. end of project to W. end of structure and finished to yellow top grades. Small tractor with broom attachment swept deck of structure. Final inspection today by State and B.P.R.
WEDNESDAY 9-2	Bridge: Completed all cleanup work. Grading: Wildish Const. Co., under auspices of the county, placed binder course throughout project. One laborer finished hand sweeping the bridge deck and began raking rock slopes.
THURSDAY 9-3	Bridge: No activity. Grading: Laborer completed hand raking rock slopes.
FRIDAY 9-4	Bridge: No activity. Grading: No activity.
SATURDAY	

REMARKS

Completed all cleanup work.

Surfacing subcontractor completed placing and finishing of topbase course. Record sample was taken and depth inspection made of surfacing by Bill Meade, witnessed by B.P.R.

Job completed and accepted by State, County, and B.P.R.

Final inspections by E. C. Ricketts, L.W. Julian, F.W. Pillsbury, J.L. Bowder, and G. Freeman.

No activity, job completed.

SIGNED

ADDRESS

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
FEB 3 - 1964
FOR FILING

A. W. KILBORN
SUPERINTENDENT

6-2-1

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

January 29, 1964

GMO 89571
O-PD-60-26(Maxwell R
O-PD-60-14(Belt Line)

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. T. W. Litchfield

Dear Sir:

Referring to previous correspondence relative construction of Belt Line and Maxwell Road overpasses at Eugene Yard:

Since these structures were designed according to approved original drawings, which did not include woven wire fences along sidewalks, we are willing to forego installation of fences on the structures.

Yours truly,

A W Kilborn

Copies to:
RL Porter
LP Shaw
I D Merchant
L R Chandler
F D Morgan
AW Parsons (2)
Ellis Jones
J.E. Chaney
E.K. Aitic
1800 Roosevelt Blvd.
Eugene, Ore

1-31-64
I

R. L. PORTER

CONSTRUCTION DIVISION

RECEIVED
JAN 23 1964
FOR FILING
[illegible]
[illegible]

DEVELOPMENT IN WILLAKENZIE AND SANTA CLARA THAT HAS OR WILL GENERATE TRAFFIC ON THE BELT LINE ROAD

December 11, 1963.

Lots created in 1962	Santa Clara	N. W. Willakenzie	Total
	380	155	535
Lots created in 1963	370	161	531
Lots being created but not presently recorded	494	127	621

S. P. trucks that could use Belt Line Road When Interchange is Created with Pacific Freeway	Round Trips Per Day
At Present	30
When facilities are moved to new yard 1964-65	100 to 160
Anticipate a 50% increase in 5 years	

Truck Traffic from existing industries along Belt Line Road when interchange with Interstate - 5 is created	
4 - Firms	58 to 78
20 - other firms	54

Pattern of new industrial development in area generally served by Prairie Road

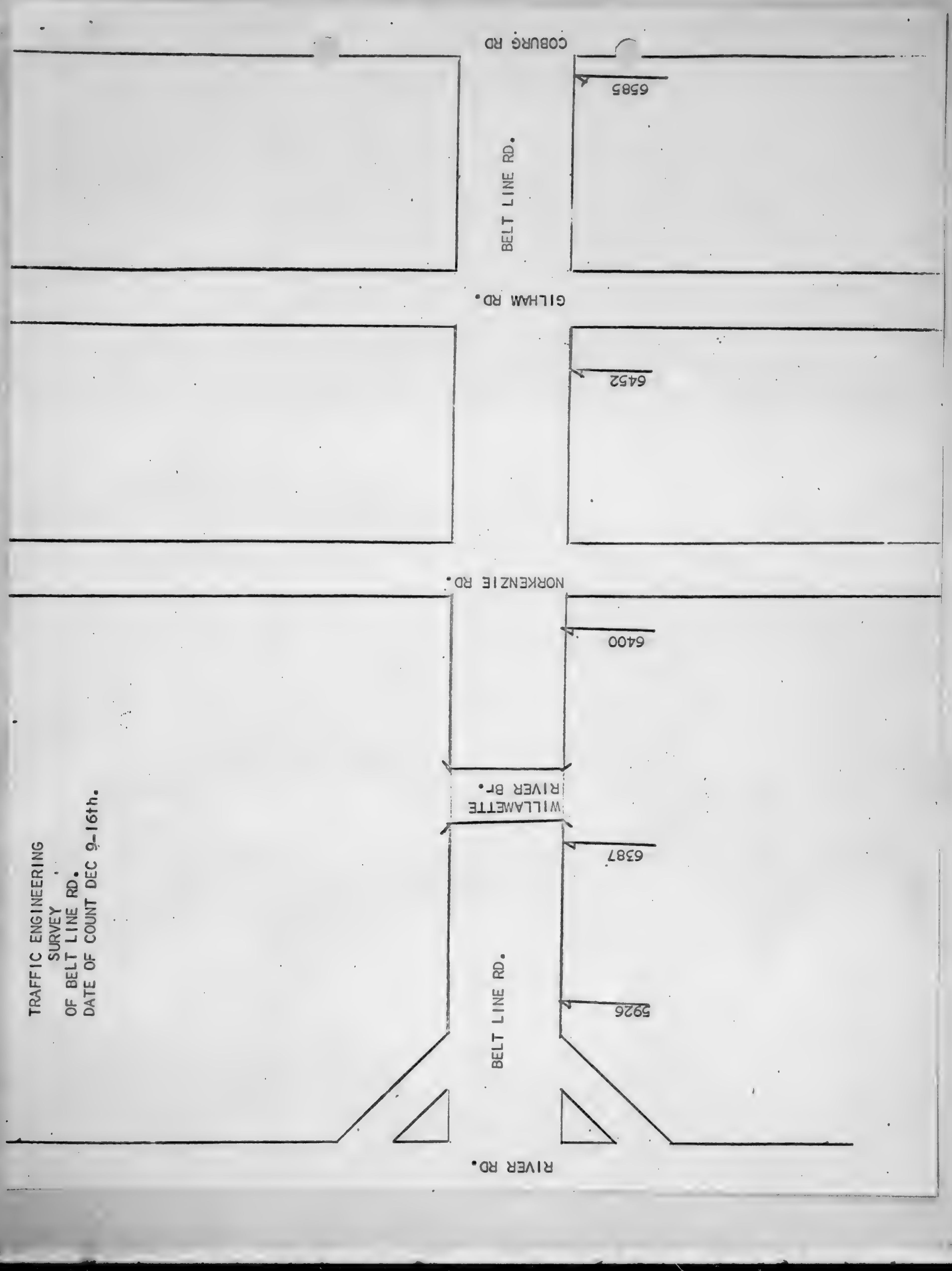
Average one new industry per year

One now pending with employment of approx 100

Southern Pacific Tank Farm	Round Trips per Day Present	Future 5 year
Truck Usage		
7 Oil Companies	30	50
5 Trucking Companies	26	41

original To Gately
1-23-64

NOTED
LLOYD P. SHAW



TRAFFIC ENGINEERING
SURVEY
OF BELT LINE RD.
DATE OF COUNT DEC 9-16th.

SERVICE RENDERED BY BELT-LINE ROAD BETWEEN SPRINGFIELD AND HIGHWAY 99

1. Tie between Willakenzie area and River Road thus reducing travel distance and reducing congestion on 6th and 7th Avenues and Ferry Street Bridge.

2. Part of rapid limited access Route between Santa Clara and Eugene via Jefferson Streed Bridge.

3. Rapid route between Santa Clara - River Road and Springfield, Springfield industrial area or McKenzie Highway.

4. Acces to Pacific Freeway for Willakenzie area, River Road - Santa Clara area, Danebo-Bethel area.

5. Eugene by-pass for travel from Interstate 5 South and Junction City - Monroe.

6. Fast route from Springfield, Willakenzie and central Eugene to Mahlon Sweet Airport.

7. Convenience route to Route F., Coast and Eugene west side industrial area for traffic from the area North of Eugene.

8. Route for industrial traffic between Northwest Eugene and Pacific Freeway.

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED AUG 27 1963	FORM R-2 (REV. 5-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. FOR FILING	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Lane
S-441(2)		PROJECT NO. S-441(2)

6307

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. S.P.R.R. O'xing 2 mi. N. Eugene

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-20-63	0.500
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 362,144.00	$ 228,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

L R Backlund

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 23, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

FORM CD-121 (9-12-58)
(PRES. BY A.O. 206-10)
UNITED STATES GOVERNMENT

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: August 13, 1963

FROM : A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

By: M E Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-441(2) Co. Rd. SPRR O'xing 2 mi. N. Eugene

If the project agreements are satisfactory, they should be signed and returned to this office.

Attachments

Hack

RECEIVED
AUG 19 1963
OFFICE ENGINEERING
DIVISION

RECEIVED
AUG 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal-Aid
Secondary
Project No. S-441(2)

BELT LINE ROAD OVERCROSSING SECTION OF

FAS ROUTE 860 IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 12, 1963

Type Code 2010
Roadway (Sta. 36+00 to Sta. 44+67.85) (Sta. 50+14.85 to Sta. 62+41)
(Contract 6309)

Clearing and Grubbing	All	Req.		$ 40,000.00
Drainage Excavation, Unclassified	94	cu.yds.	$ 3.00	282.00
Embankment in Place	123,300	cu.yds.	0.30	36,990.00
18-inch Concrete or Corrugated Steel Culvert Pipe	216	lin.ft.	5.25	1,134.00
Coarse Crushed Material in Base	7,300	cu.yds.	2.00	14,600.00
3/4"-0 Material in Base	750	cu.yds.	2.10	1,575.00
Sprinkling	200	M-gals.	3.00	600.00
	Subtotal			$ 95,181.00
	10% Engr. & Cont.			9,518.00
	Total			$104,699.00

Type Code X571
Belt Line Road O'Xing (Br. #8864) (Sta. 44+67.85 to Sta. 50+14.85)
(Contract 6309)

Shoring, Cribbing, Etc.	All	Req.		$20,000.00
Structural Excavation	1,200	cu.yds.	$ 5.00	6,000.00
Structural Excavation Below Elevation Shown	120	cu.yds.	10.00	1,200.00
Furnish 10" BP 42# Steel Piling	550	lin.ft.	4.50	2,475.00
Drive Steel Piles	10	only	90.00	900.00
Splice Steel Piles	3	only	50.00	150.00
Class "A" Concrete (1,306 cu.yds.)	All	Req.		94,000.00
Metal Reinforcement (243,800 lbs.)	All	Req.		28,000.00
Structural Steel (Carbon 222,100 lbs.) (Low Alloy 91,800 lbs.)	All	Req.		66,000.00
Metal Parapet Railing	1,094	lin.ft.	6.00	6,564.00
6-inch Standard Steel Pipe	130	lin.ft.	11.00	1,430.00
8-inch Metal Drain Pipe	260	lin.ft.	3.00	780.00
				$227,499.00

Utilities

Work by Southern Pacific Co.	All Req.	$ 2,975.00
Work by Western Union Tel. Co.	All Req.	3,567.00
		$ 6,542.00
	Subtotal	$234,041.00
	10% Engr. & Cont.	23,404.00
	Total	$257,445.00

Length of Roadway	0.396 mile
Length of Structure	0.104 mile
Total Length.	0.500 mile
Cost of Roadway Per Mile.	$264,391.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$104,699.00	$ 65,900.00	$19,399.50	$19,399.50
Structure	257,445.00	162,100.00	47,672.50	47,672.50
	$362,144.00	$228,000.00	$67,072.00	$67,072.50

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

FORM 2-123X 50M 3-60

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 8, 1963

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
AUG - 9 1963
ENGINEER
COUNTY & CITY DIVISION

Lane County
Department of Public Works
1820 Roosevelt Blvd.
Eugene, Oregon

Attention: G. K. Attig
Director of Public Works

Re: Maxwell Road O'Xing
Bridge No. 9147

Gentlemen:

Per your request of July 29, we have made up and are enclosing the contracts in blank for the above job. These are forwarded to you for your further handling. Our usual procedure in handling these contracts would be to forward all three copies to the contractor for his and his surety's execution. The three copies should then be returned to the County for their execution. After all signatures are affixed, two copies should be returned to the contractor; one for his files and one for the files of his surety. The third copy should be retained by the County as the official copy.

The proposal of Hamilton & Thoms, Inc. is enclosed.

Four copies of the contract stamped "Informational Copy" are enclosed for your use on the job and in the office. Four sets of the job plans are also enclosed for your general use. If additional copies of any of these documents are required, please do not hesitate to ask for them.

Ellis Jones, Resident Engineer, 2193 E. 15th Street, Eugene, has been instructed to proceed with the field engineering and inspection on the job per your request.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl
Encl.
cc: Ellis Jones
L. R. Chandler
City/County Relations Divn.

No action required V.J.

NOTED
V. R. JONES

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

H. O. WALBERG

GERALD K. ATTIG

NOTED
H. S. COX

July 29, 1963

NOTED
DON HARWELL

State of Oregon
State Highway Dept.,
Salem 10, Oregon.

Attention: Mr. H. S. Cox
County/City Engineer

Dear Sir:

Enclosed is Lane County Warrant in the amount of $19,714.73 to cover cost of field engineering and inspection on the Maxwell Road construction. This amount includes both road work and structure inspection. The breakdown is as follows: (roadwork - $5,300.00) (structure - $14,414.73), the latter being in the amount of 5% of the low bid.

Pursuant to letter dated July 18, 1963 from Mr. Merchant, Bridge Engineer, Lane County, would appreciate the State preparing contracts for this project. Under separate cover, we are mailing the proposal as submitted by Hamilton & Toms, Inc.

Official date of award will be August 1, 1963. Five copies of the contract will be necessary. Please mail the prepared contracts to Lane County Department of Public Works, Attention: Mr. G. K. Attig, Director.

Thank you for your cooperation.

Yours very truly,

G. K. Attig
Director of Public Works

By: John M Clay
J. M. Clay
Assistant to the Director

NOTED
V. R JONES

CC:
Mr. Ivan D. Merchant
Mr. Floyd Query
Mr. L. R. Chandler

RECEIVED
AUG - 1 1963
ENGINEER
[illegible]

Copy to Morgan
8-1-63
JJ

Check to Bridge Division
J.

NOTED
H. S. COX

July 16, 1963

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
R. H. PRANGE

Maxwell Road S.P.R.R. Overcrossing

Gentlemen:

In accordance with Mr. G. K. Attig's letter of June 28, 1963, in which he requested the State Highway Department to provide engineering on the grading work in connection with the Maxwell Road Overcrossing project, please be advised that the estimated cost of this work is as follows:

Roadwork Hamilton & Thoms' bid prices on Items 13-22 inclusive:

Item	Qty.	Unit	Unit Price	Amount
13. Clearing & grubbing	All	--	$--	$ 2,000.00
14. Drainage excavation, unclassified	90	c.y.	3.00	270.00
15. Embankment in place	87,600	c.y.	0.36	31,536.00
16. 12" culvert pipe	26	l.f.	2.10	54.60
17. 18" culvert pipe	220	l.f.	4.25	935.00
18. 60" culvert pipe	136	l.f.	27.00	3,672.00
19. Extra for pipe under pavement	60	l.f.	8.00	480.00
20. Coarse crushed material in base	10,500	c.y.	1.75	18,375.00
21. 3/4"-0" material in base	1,100	c.y.	1.90	2,090.00
22. Sprinkling	300	M/gal.	2.50	750.00
				$60,162.60

Total Bid Items	$60,162.60
Flagging	100.00
	$60,262.60

Construction Engineering equals (8% of $60,262.60) =	$4,821.01
Roadwork Share of Road Design Section Costs	332.58
Roadwork Share of Specifications Costs	109.03
Total Estimated Engineering & Amount of Advance Deposit	**$5,262.62 or say $5,300**

Please make this deposit by means of a check or warrant in the amount of $5,300 payable to the Oregon State Highway Commission, forwarding same to this office. Engineering costs in connection with the overcrossing structure will be furnished to you by the Bridge Division.

Copies for:
F. D. Morgan
G. L. Decker
Ivan Merchant
L. H. Young

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
V. R.

VRJ:mm
cc: G. K. Attig

By: Verne R. Jones
Planning Engineer

RECEIVED
AUG 8 - 1963
FOR FILING

CLASS OF SERVICE
unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

1963 AUG 6 PM 12 10

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

5-441 (a) PRA083 OA193

O LLE040 DH=OAKLAND CALIF 6=

6309

FORREST COOPER, STATE HIGHWAY ENGINEER=
STATE OF OREGON STATE HWY DEPT SALEM ORG=

¶ ATTN: MR. F. D. MORGAN. REFER YR FILE MAXWELL ROAD O XING COUNTY ROAD #16-9 LANE COUNTY AND BELT LINE ROAD O XING FAS860 LANE COUNTY OUR JOBS 5645-63 AND JOB 5648-63. RECEIVED YOUR LETTERS OF JUNE 2~~5~~6, 1963, GIVING RES ENG INFO NOTICE THAT BIDS WILL BE RECEIVED ALSO LANE COUNTY DEPT PUBLIC WORKS APPROVAL OF OUR PROPOSED LOCATIONS BUT WE HAVE NOT RECEIVED BILLING AUTHORITY FOR THIS WORK AS REQUESTED IN MY LETTER OF SEPT 7, 1962.:

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

= ¶ WHEN MAY WE EXPECT THIS?=

F L SULLOWAY AREA PLANT SUPERINTENDENT=
=W R LEE=
=DIVISION SUPERVISOR OF LINES=
=WESTERN UNION TELEGRAPH CO=
125 12TH STREET =
=OAKLAND CALIF.

NOTED
P. L. PORTER

Called Mr. Attig. by phone. The work is all done. Authority given him in letter of 6-25-63 to bill county. Mr. Attig will so inform him to day.

Copy of telegram mailed to G K Attig 8-7-63
P.E.P.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

cc Shaw

NOTED
LLOYD P. SHAW

RECEIVED
AUG 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 9 1963
FOR FILING

6309

July 26, 1963

Hamilton & Thoms, Inc.
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, accepted your proposal for structure, grading and stone base on Belt Line Road, S.P.R.R. Overcrossing Section, Belt Line County Road in Lane County for the sum of $322,680.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6309.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
H. S. COX

August 1, 1963

NOTED
DON HARWELL

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $77,800 on the Belt Line Road Overcrossing Section of FAS 860. Contract No. 6309 covering this project has been awarded to Hamilton & Thoms, Inc.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: G. K. Attig

NOTED
R. M. ALLISON

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayres

RECEIVED
JUL 29 1963
ENGINEER
COUNTY & CITY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-29-63	CC 819		520-1097-097

INVOICE NUMBER
79860

Lane County
Courthouse
Eugene, Oregon

Att: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			77,800.00
Partial transfer of county's advance deposit for the Belt Line Road Overcrossing Section, FAS 160. Covered by agreement dated July 15, 1963.			60,000.00
To be retained			17,800.00

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. B. JONES

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ____________

By ____________

A 150 (REVISED 7-60)

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
DON H[illegible]L

July 16, 1963

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On June 4, a bid was received from Hamilton & Thoms, Inc., of Eugene for construction of the Belt Line Road-S.P.R.R. Overcrossing Section of FAS 860. As per agreement between county and state, the following advance deposit is required of the county prior to awarding the contract:

Bid Items	$322,680.00
Railroad Work	19,245.00
Move Western Union Lines	3,567.00
12-1/2% Engineering & Contingencies	43,186.50
Estimated Total Cost.	$388,678.50

County Advance Deposit
20% of $388,678.50 = $77,735.70 or say $77,800.00

Please make this deposit by means of a check or warrant in the amount of $77,800 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for the project.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

RECEIVED
JUL 1 6 1963

FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
July 15, 1963

Cooperative Construction Agreement
Belt Line Road Overcrossing Section
FAS 860, Lane County
Project S-441(2)

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Lane County covering the Belt Line Road Overcrossing Section of FAS 860 in Lane County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Lane County Court.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
July 12, 1963

SUBJECT: Maxwell Road Overcrossing
County Report
LaneCounty

To: Mr. H. S. Cox
County & City Relations Engineer

BUILDING

NOTED
DON HARWELL

RECEIVED
JUL 12 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
R. H. PRANGE

As discussed with you yesterday, herewith engineering charges on the above project:

Road Design Section	$	332.58	→ To Lane Co
Specifications		109.03	✓
Field Construction Engineer . . . . . . (12-1/2% of $85,519.50)		10,689.94	Est.
TOTAL	$	11,131.55	

The above does not include any estimate for structures, which it is understood you will secure from the Bridge Department, and then be able to present the package to Lane County.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. D. Decker
Assistant Construction Engineer

GLD:bjh

NOTED

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911/323
O-PD-60-26

July 5, 1963

NOTED
H. S. COX

Shaw &
Merchant

NOTED
DON HARWELL

NOTED
R. H. PRANGE

AIR MAIL

Mr. William F. Frye
District Attorney
Lane County
450 Lane County Courthouse
Eugene, Oregon

RECEIVED
JUL - 9 1963
ENGINEER
COUNTY & CITY DIVISION

Attention: Mr. William T. Linklater, Deputy

Dear Sir:

Enclosed herewith are duplicate counterparts each of proposed construction and maintenance agreement and easement indenture between Lane County and Southern Pacific Company covering the Maxwell Road Overpass.

We believe that these documents have been prepared in accordance with our several understandings reached in the past. In view of the fact that the project is now advertised for bid opening on July 16, it appears that execution of the documents is of considerable urgency. Should you have any questions about them, we would appreciate your handling the matter by telephone with our Mr. T. H. Kruttschnitt, whose phone number is Douglas 2-1212 (Extension 22063) in San Francisco.

If you find the documents satisfactory, will you please arrange for execution of all four counterparts on behalf of the County and return them to us for execution by Southern Pacific, following which the County's counterparts will be returned to you.

Yours very truly,

H M Williamson

Attachs.

cc: Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon
Attention: Mr. R. L. Porter

NOTED
R. L. PORTER

RECEIVED
JUL - 8 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
July 1, 1963

Mr. F. D. Morgan
OFFICE

Construction Engineering
Belt Line Overcrossing, FAS 860 Project
Maxwell Road Overcrossing, County Project
Lane County

NOTED
R. H. PRANGE

NOTED
R JONES

In a conversation with Mr. Attig on June 27, the construction engineering on the grading work in connection with the above mentioned structures was discussed. Mr. Attig would like to have the Highway Department handle this work as well as the engineering on the structures. I suggested that he write a letter making a formal request for this assistance. It was pointed out to him that we were obligated to provide the engineering work on the FAS project but if we handled the grading work on the Maxwell Road project the estimated cost would have to be covered with an advance deposit.

A copy of Mr. Attig's letter is attached.

Verne R. Jones
County and City Planning Engineer

VRJ:mm
Att.

cc: G. K. Attig
Ivan Merchant

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

H. O. WALBERG

GERALD K. ATTIG

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

June 28, 1963

NOTED
R. H. PRANCE

Mr. H. S. Cox
County - City Relations
Oregon State Highway Dept.
Highway Building
Salem, Oregon

Dear Mr. Cox

This letter is to serve as a written request for the Highway Department to furnish engineering and inspection as set forth in the following projects. Maxwell Road Overcrossing, Lane County Road No. 16-9 and Belt Line Road Overcrossing FAS Route No. 860.

Yours truly,

G. K. Attig

G. K. Attig
Director of Public Works

GKA/jkh

Copies to
Morgan
Merchant

RECEIVED
JUL 1 - 1963
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 27 1963
FOR FILING

9491 (3)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 25, 1963

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: A. W. Kilborn, Supt.

Re: 322
0-PD-60-26
Belt Line Rd. O'Xing
Bridge No. 8864 &
Maxwell Road O'Xing
Bridge No. 9147

Gentlemen:

Plans and specifications for the proposed Belt Line Road O'Xing and Maxwell Road O'Xing of your Eugene yards have been completed and will be advertised for the July 16 bid opening. I am enclosing four (4) copies of the plans and specifications for these bridges. Also enclosed are copies of our cost estimates for comparison of bids with the estimated net construction authorization.

Your attention is called to the cost of railroad work in the amount of $19,245 which is included in the contract authorization for the Belt Line Road O'Xing; however, this amount is not included in the construction authorization for the Maxwell Road O'Xing. It is presumed that the County-Railroad Agreement for the Maxwell Road O'Xing structure includes the railroad costs.

A letter from your Company was recently received requesting a fence on the sidewalk side of both structures. Unfortunately, these structures were designed according to the approved drawings which did not include this fence and the drawings had progressed to the point that this change could not be made and still meet the advertising deadline for the July 16 bid opening. If, during construction, an agreement is arranged with the County to replace the parapet rail with a fence, the installation can be made using the anchor bolts on top of the concrete parapet rail in lieu of the metal rail shown on the plans.

NOTED
P. M. STEPHENSON

It is our belief that the fence would werve no useful purpose as it will not prevent objects being thrown over the side of the structure away from the sidewalk and because of the anticipated very light pedestrian traffic over the structure.

Will you please review the plans and specifications for these structures and return one set of each at the earliest possible date.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
Enclosures
cc: Lane County Board of Commissioners
Lane County Courthouse
1820 Roosevelt Blvd.
Eugene, Oregon
Attention: Mr. Attig w/att.

cc: P. M. Stephenson

NOTED
Harold C. Ayers

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

H. O. WALBERG

GERALD K. ATTIG

May 31, 1963

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem 10, Oregon

Subject: Right of way certification Belt Line Overcrossing F.A.S. 860.

Dear Sir:

Enclosed is a copy of the Right of Way certificate for the subject project. This certificate covers paragraphs 1 and 2.

Yours very truly,

G K Attig
G. K. Attig
Chief Engineer

gka/cc

RECEIVED
JUN - 3 1963
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-441(2)

Highway No. FAS 860

Project Name Belt Line Road Overcrossing

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. ~~We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.~~

Dated at Eugene, Oregon, this 29th day of May, 1963

Lane County by its
Board of County Commissioners

Frank A. Elliott
Chairman

Kenneth Nielsen
Commissioner

Jess Hill
Commissioner

*Certify either paragraph 2 or 3.

RECEIVED
JUN - 3 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
Harold C. [illegible]s

MEMO TO J. W. NASH   Belt Line Road O-Xing Section   Date: May 24, 1963

FAS 860, LANE COUNTY

NOTED
H. S. COX

Termini: From a county road junction 2.0 miles north of Eugene easterly to a point 1.2 miles west of Santa Clara.

PROPOSED WORK: Construct a reinforced concrete railroad overcrossing structure together with approach fills with gravel surfacing.

NOTED
DON HARWELL

PROJECT LENGTH: 0.5 mile

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$390,000	$234,000	$78,000	$78,000	(County)

EXISTING FACILITIES: No existing road or railroad crossing. Construction all on new alignment.

ADJACENT SECTIONS:

EAST END: No existing road, proposed future construction, 24' asphaltic concrete with 8' shoulders.

NOTED
R. H. PRANGE

WEST END: No existing road, proposed future construction, 24' asphaltic concrete with 8' shoulders.

PROJECT DATA: Construct a reinforced concrete overcrossing structure 567' long and 30' wide with one 5' sidewalk over the mainline of the Southern Pacific R.R. and a proposed future railroad yard. Build the approach fills and a temporary connection to the Prairie Road, which is an oiled county road leading to FAP 3, gravel surfacing to a depth of 21" and 40' wide will be placed. Maximum grade 5% and alignment is all tangent. Future construction to connect with the section of the Belt Line road which has already been built by Lane County to FAS 219 will be done either under FAS contract or by a Lane County contract. The structure has been designed to permit widening to 4 lane width in the future.

RIGHT OF WAY: Minimum 160'
ACCESS CONTROL: None

NOTED
V. R [illegible]

RR XING: S.P.R.R.
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: None required. PUC hearing held.

UNUSUAL OR COMPLICATED SITUATIONS: Bids to be received on the same date as the Maxwell Road Overcrossing which is being built by Lane County on a duplicate design.

ROUTE DATA: See S-441(1)

VRJ:eb

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON
No. SXF 242

4-16-63

NOTED
H. S. COX

NOTED
DON HARWELL

To— Mr. L. I. Lindas, Chief Counsel,
Oregon State Highway Commission,
State Highway Building,
Salem, Oregon.

NOTED
JOHN D. GRAHAM

Pux-486

In the matter of the Application of LANE COUNTY by its Board of County Commissioners for authority to construct an overcrossing of the tracks of the Southern Pacific Company at M.P. 651.85, in Section 15, T 17 S, R 4 W, W.M., Lane County, Oregon

[illegible]

RECEIVED
JUN 10 1963
ENGINEER
COUNTY & CITY DIVISION

Enclosed is

6 copies of ORDER NO. 39215

NOTED
V R JONES

in above entitled cause. Please accept service thereof on the enclosed form and mail to the PUBLIC UTILITY COMMISSIONER, Salem, Oregon.

Distr.

NOTED
J. HERSHBERGER

PUBLIC UTILITY COMMISSIONER
OF OREGON

Mailed at Salem, Oregon
April 16, 1963
R & T TRANSP.
Form No. J-302
State Printing 30519

Order #39215

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 242

In the matter of the Application of Lane County by its Board of County Commissioners for authority to construct an overcrossing of the tracks of the Southern Pacific Company at M.P. 651.85, in Section 15, T 17 S, R 4 W, W.M., Lane County, Oregon.	ORDER

The above entitled matter was duly heard on March 12, 1963, at Eugene, Oregon, before David E. Bourassa, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Gerald K. Attig, County Engineer
Eugene, Oregon
In behalf of Lane County

For Respondent:

K. M. Judd, Attorney
Portland, Oregon
In behalf of Southern Pacific Company

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility Commissioner

On October 18, 1962, Lane County, by and through its Board of County Commissioners, filed a Petition with the Commissioner pursuant to the provisions of ORS 763.040 and 763.080 for permission to construct a public highway above grade over the tracks and right of way of Southern Pacific Company, known as the Belt Line Road Overcrossing Project, to be located on a proposed county road to be opened and used by the public from the Pacific Highway, Interstate Highway No. 5, westerly to State Highway 99W.

Attached to and made a part of the Petition is Plan and Elevation Drawing No. 8864-D and an unnumbered Vicinity Map and Profile Drawing dated September 19, 1962.

The Petition sets forth the proposed manner in which the construction and maintenance of the project will be handled and the cost thereof borne.

Notice of the Petition and copies thereof were duly served upon Southern Pacific Company and the Oregon State Highway Commission. The Oregon State Highway Commission filed its Answer with the Commissioner on October 25, 1962, stating it had no objection to the proposed overcrossing and alleging inter alia that its only interest in the proposed overcrossing derives from a construction agreement executed by it and the Petitioner wherein the State agreed to prepare plans and specifications, let a contract for grading, surfacing and constructing the approaches and structure, and supervise the same. Upon completion of said contract, Petitioner should exercise full jurisdiction and maintenance of said road.

On November 15, 1962, Southern Pacific Company filed its Answer with the Commissioner stating it would not oppose the construction of said project.

The matter was thereafter set down for hearing and notice thereof duly served upon all parties of record on February 6, 1963.

Evidence was adduced on behalf of Petitioner, Southern Pacific Company, Oregon State Highway Commission and the Public Utility Commissioner. The hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

Lane County proposes to build a peripheral road, to be known as the Belt Line Road, completely around the city of Eugene. In conjunction with this overall plan, Petitioner proposes to construct, as a part of this Belt Line Road, a county road which will connect the Pacific Freeway, Interstate Highway No. 5, with Oregon State Highway 99W. As an integral part of this section of the Belt Line Road, it will be necessary to construct an overcrossing over the tracks and right of way of the Southern Pacific Company.

The proposed overcrossing structure will be located at a point in the Northwest quarter of the Northeast quarter of Section 15, T 17 S, R 4 W, W.M., in Lane County, Oregon. It will lie in an east-west direction and the center line of the proposed structure will intersect the center line of the Southern Pacific Company main line track at highway survey station 48 + 18.78 and railroad survey station 726 + 83.95 at railroad mile post 651.85 and at an angle of 69° 29' 50" measured in the northwest quadrant.

The estimated annual average daily traffic on the proposed structure will be 3,000 vehicles and will be predominately local traffic. Traffic on the railroad is now averaging between 30 and 35 freight train and 6 passenger train movements each 24-hour period. However, a switching and departure yard being constructed will add 14 additional tracks at the site of the overcrossing. These tracks will be an integral part of the Southern Pacific System and train movements over these tracks will vary from 20 to 80 movements per 24-hour day.

The proposed structure will extend across the present main line track and the additional 14 switch and departure yard tracks. It will be 547 feet long measured along the center line from center to center of end bents and will have a 30 foot roadway with curbs and handrails and a sidewalk five feet wide on the north side. The roadway surface will be concrete. The structure will be composed of reinforced concrete with the three main spans of structural steel, all resting on reinforced concrete piers. The approaches to the overcrossing structure will be 24 feet wide with eight foot shoulders and will be surfaced with asphaltic concrete. The overcrossing will afford a vertical clearance of 23 feet measured from the top of rail to the lowest point of the overcrossing structure immediately above. Horizontal clearances of 8 feet 11-3/8 inches, or more, measured from the center of track to the inner surface of the nearest supporting column will be provided.

At all times, during the construction and after completion of the structure, the vertical and horizontal clearances will exceed the minimum required in the Public Utility Commissioner's Rules and Regulations pertaining thereto.

The proposed overcrossing will meet anticipated needs of the traveling public and will not create any undue hazard or inconvenience to the railroad.

The Petitioner proposes that the construction and maintenance of the proposed overcrossing and the cost thereof be borne as follows:

Petitioner will:

(a) Under direct supervision of the Oregon State Highway Commission, prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure and supervise the construction thereof.

(b) Finance the construction of said grade separation project including reimbursement to Southern Pacific Company for necessary expenditures incurred by them in connection therewith.

(c) Maintain the said overcrossing structure with its appurtenances and highway approaches after completion of the project.

Respondent will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be required to safeguard railroad operations during construction of the project.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities after completion of the project.

These proposals have been agreed upon between Petitioner, Southern Pacific Company and the Oregon State Highway Commission. No objections were made and they are approved. It is found that the proposals relative to the division of expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the construction of that section of the Belt Line Road north of the corporate limits of the city of Eugene which will provide a connecting roadway between the Pacific Freeway, Interstate Highway No. 5, and U.S.H.R. 99W in Lane County and is required in the interest of public safety, convenience and general welfare. Permission for the construction, therefore, shall be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of Lane County, Oregon, by and through its Board of County Commissioners, for authority to construct the highway overcrossing structure herein proposed, be and the same hereby is granted and No. C-651.85-A shall be assigned to said overcrossing in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

1. Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade elevation and general design with details shown on the Plan and Elevation Drawing No. 8864-D and unnumbered Vicinity

Map and Profile Drawing dated September 19, 1962, submitted with the Petition and all by reference made a part thereof.

2. Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made.

and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 11th day of april, 1963.

Joel C Hall
Public Utility Commissioner

(SEAL)

RECEIVED
MAR 13 1963
FOR FILING

[illegible]

[illegible]

March 11, 1963

Belt Line Rd

Board of Commissioners
Lane County Courthouse
Eugene, Oregon

Re: Intersection Connection
FAS 860 - Pacific Highway (US99)
North of Eugene

Gentlemen:

In reply to your letter of February 26, I can add little to what was stated in my letter to you under date of February 21. As that letter indicated, there seems to be no great problem, geometrically, to developing a satisfactory intersection in the vicinity you indicate.

The design of the FAS 860 connection should be such that it will be suitable in the event the Pacific Highway is widened to four lanes. It should also permit development of an interchange if that should prove necessary in the future.

We have no objection to a connection such as you suggest if it is of good design and construction. A proposal offering these qualities would be favorably recommended to the Highway Commission.

We will appreciate being advised of your plans as they develop.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
H. S. Cox
F. D. Morgan

LANE COUNTY
COURT HOUSE
EUGENE, OREGON

BOARD OF
COUNTY COMMISSIONERS
KENNETH NIELSEN
JESS HILL
FRANK ELLIOTT

February 26, 1963

Oregon Highway Department
Salem 10, Oregon.

Attention: Mr. H. S. Cox
County City Relations Engineer

Dear Sir:

Enclosed are two copies of a letter to the Oregon Electric Railway Co., regarding a proposed extension and railroad grade crossing of F.A.S. "Route #860" (Belt Line Road) .

The Lane County Board of Commissioners would appreciate a reply as to the policy of the Highway Department relative to a temporary intersection at grade of the proposed Belt Line Road and Highway 99.

This Intersection would be of a temporary nature as future planning calls for an overhead at this location.

It is anticipated that upon the completion of this section of the Belt Line that the existing congested traffic condition will be aggravated. The proposed extension and intersection with Highway 99 will tend to alleviate this situation, thus relieving to some extent an undersireable restriction of traffic.

Any suggestions or proposals will be greatly appreciated.

Yours very truly,

Frank A Elliott

Frank Elliott
Chairman Board of Commissioners

cc - Board of Commissioners
State Traffic Engineer

RECEIVED
MAR 1 1963
ENGINEER
COUNTY & CITY DIVISION

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
FEB 21 1963
ENGINEER
COUNTY & CITY DIVISION

February 21, 1963

Board of Commissioners
Lane County Courthouse
Eugene, Oregon

Re: Intersection Connection
FAS 860 - Pacific Highway (99)
North of Eugene

Gentlemen:

NOTED
V. R JONES

Mr. Verne Jones of our County-City Division has informed us of your interest in a possible connection between FAS Route 860 and the Pacific Highway north of Eugene.

We have examined the possibility and see no reason, geometrically, why a grade connection between these two routes cannot be constructed. In the future, we plan to four-lane this section of Route 99 with a channelized median which would fit well into this connection.

It is felt that, should traffic develop, signals will probably be necessary. Later, it may become necessary to construct a grade separation and interchange ramps, at which time we shall attempt to work out an amicable agreement as to the sharing of construction costs.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
LLOYD P. SHAW

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
✓ Verne R. Jones

Copy to Jerry Att19 2-21-63 V.J.

9

RECEIVED
FEB 21 1963
FOR FILING

February 21, 1963

33

Board of Commissioners
Lane County Courthouse
Eugene, Oregon

Re: Intersection Connection
FAS 860 - Pacific Highway (99)
North of Eugene

Gentlemen:

Mr. Verne Jones of our County-City Division has informed us of your interest in a possible connection between FAS Route 860 and the Pacific Highway north of Eugene.

We have examined the possibility and see no reason, geometrically, why a grade connection between these two routes cannot be constructed. In the future, we plan to four-lane this section of Route 99 with a channelized median which would fit well into this connection.

It is felt that, should traffic develop, signals will probably be necessary. Later, it may become necessary to construct a grade separation and interchange ramps, at which time we shall attempt to work out an amicable agreement as to the sharing of construction costs.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enc.

cc Forrest Cooper
F. D. Morgan
Verne R. Jones

DNS:jp: ajw

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1963

SUBJECT: Intersection Connection
FAS 860 - Pacific Highway (99)
North of Eugene

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

As our prospectus shows, proposed FAS Route 860, if extended from its westerly terminus at Prairie Road to the Pacific Highway, would connect some 4000 feet north of the present Prairie Road intersection with said highway.

Judging from a photo taken on the ground at the Prairie Road intersection looking north down the highway, the railroad and highway are at relatively the same elevation, making a grade connection quite possible. We can see no difficulties arising from this proposed connection and it would fit into our proposed channelization scheme for the Airport Road-Prairie Road Section of the Pacific Highway. The Traffic Division feels that, in the future, it may become necessary to install traffic signals at this proposed intersection as well as others along this same section.

I have included a suggested rough draft to the Lane County Board of Commissioners setting forth the opinions above.

F.D. Morgan
Construction Engineer

By D. J. Barbee
D.J. Barbee
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

DNS:jp

cc: F.B. Crandall

RECEIVED
FEB 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 13, 1963

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Attention: Mr. Kenneth Nielsen

Dear Sir:

In answer to your query regarding a connection at grade for the Belt Line Road, FAS 860, and the old Pacific Highway, I have referred the matter to Lloyd Shaw, Assistant State Highway Engineer. I believe that he will probably write you a letter on this subject in the near future.

Concerning the Hayden Bridge, the local Bureau of Public Roads office was consulted and they found no objection to moving the old bridge upstream and using it in the four-lane arrangement which you suggested. Mr. Ivan Merchant, the State Highway Bridge Engineer, suggests that the present bridge be moved upstream and used temporarily and a bridge with a clear width of 30', having a sidewalk on its downstream side, be constructed. The upstream edge of this bridge would be on the centerline of the future four-lane road. When traffic justifies, the old bridge could be removed and the 30' bridge could then be widened on the upstream side to a four-lane structure.

If there is any further assistance we can give you in these matters, please feel free to request it.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones

Verne R. Jones
Planning Engineer

NOTED
LLOYD P. SHAW

NOTED
V. D. WOLFE

RECEIVED
FEB 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

VRJ:mm
cc: Mr. Lloyd Shaw ✓

FORM E-30 80M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1963

SUBJECT: Grade Connection
Belt Line Road, FAS 860, Lane County

To: Mr. Lloyd Shaw
OFFICE

During a conference with the Board of Commissioners of Lane County at which Robert Prange and I were present, we were asked if it would be possible to make a grade connection between the county road known as the Belt Line Road and the old Pacific Highway. This connection would be approximately 3.0 miles north of the north city limits of Eugene.

It is evident that the County feels that the Highway Department would be involved in the financing of a grade separation structure which will no doubt be built at this intersection sometime in the future. As we feel that answering the County's query is somewhat outside of our responsibilities, we were wondering if someone of higher authority would provide the county with the answer.

Verne R. Jones
Verne R. Jones
County & City Planning Engineer

VRJ:mm

REFERRED TO
Barbee
By Construction Engineer

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR AND
COUNTY ENGINEER

H. O. STROMBOM
ASSISTANT

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
[illegible]

NOTED
Harold C. Ayers

NOTED
DON HARWELL

January 24, 1963

Mr. Sy Cox, Engineer
City and County Relations
Oregon State Highway Dept.
Salem, Oregon.

Re: Maxwell Overhead

Dear Mr. Cox:

In a recent letter dated January 17th from Mr. Ivan Merchant, bridge engineer, a reference was made to a 50' extension Westerly of the overhead design as per "Advance Plans" drawing No. 18417, to accommodate a frontage road for the Southern Pacific Co.

In a telephone conversation today with Mr. Kendrew, of the S. P. Co., it was confirmed that the S. P. Co. does want enough room for a frontage road under the West end of the structure. Mr. Kendrew will send to Mr. Merchant the width of roadway desirable to serve the purposes of the S. P. Co., and with that data the "Overhead" length will be adjusted accordingly.

Lane County has no objection to lengthening the structure.

P.U.C. hearings for the above crossing has been set for February 13 at 10:30 a.m. at Harris Hall, Court House, Eugene.

NOTED
JOHN D. GRAHAM

Yours truly,

H. O. Walberg

H. O. Walberg
Highway Administrator

cc. Mr. Kilborn
Room 251 Union Sta
Portland 9, Oregon

cc. Ivan Merchant
Bridge Engineer

RECEIVED
JAN 25 1963
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR AND
COUNTY ENGINEER

O. H. NORBERG
PRINCIPAL ENGINEER

January 23, 1963
DL3-1674

NOTED
H. S. COX

NOTED
R. H. PRA[illegible]

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

County & City Relations Engineer
State Highway Department
Salem, Oregon

Re: [illegible] Road Overcrossing
FAS [illegible], Bridge No. [illegible]
Maxwell Road Overcrossing of [illegible]
Bridge No. [illegible]

Dear Sir:

We have received the [illegible] plans of the [illegible] Road Overcrossing on FAS No. [illegible] and the Maxwell Road Overcrossing of the Southern Pacific Company. They appear satisfactory to Lane County.

When Lane County shifted the road [illegible] parallel and [illegible] feet south of the original Maxwell location at [illegible] Station [illegible] on the [illegible] centerline [illegible] the grade [illegible]. We [illegible] profile to fit the new ground. The angle between the [illegible] and the [illegible] remained the same. Since the track [illegible] only [illegible].15' by the distance of the shift it appeared that the vertical clearance would be maintained. We do not think the shift will require any change of the bridge plans.

We are not aware of plans for a roadway under the westerly 50-foot span of the Maxwell Road Overcrossing.

Herewith we are mailing you three prints each of the Maxwell Road Overcrossing vicinity map for PUC, and prints of the R/W map.

RECEIVED
JAN 25 1963
ENGINEER
COUNTY & CITY RELATIONS

Yours truly,

H.O. Walberg.
Mr. H. O. Walberg,
Administrator & County Engineer
By: Oscar Norberg
Oscar Norberg,
Principal Engineer

1 Copy of this letter
2 Copies " RR Oxing (Maxwell Rd)
" " R/W Map (" ")
Sent to Bridge Dept 1-25-63

RECEIVED
JAN 18 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 17, 1963

Lane County
Board of County Commissioners
Courthouse
Eugene, Oregon

Attention: Mr. H. O. Walberg
Engineer

Gentlemen:

Re: Belt Line Road Overcrossing on FAS 860
Bridge No. 8864
Maxwell Road Overcrossing of SPRR
Bridge No. 9147

Design and detailing work on the Belt Line Road Overcrossing on FAS 860 and the Maxwell Road Overcrossing of the Southern Pacific Railroad Company has been completed.

I am enclosing one set of detail drawings Nos. 18409-18416 covering the Belt Line Road Overcrossing, and 18417-18424, inclusive, covering the Maxwell Road Overcrossing structures for your examination.

I believe the layout and details for the Belt Line Road Overcrossing are satisfactory as shown. However, it is my understanding that the Maxwell Road Overcrossing structure has been shifted 80 feet southward to permit the use of Maxwell Road as a detour during construction. We do not have definite knowledge of this change, and the stations reflected on Drawing No. 18417, the plan and elevation drawing, do not reflect the changed location.

At your earliest convenience the revised vicinity map should be furnished us so that the plan and elevation drawing used in the PUC application can be revised to the correct location and stationing.

Mr. Kendrew of the Southern Pacific Company was in the office this morning, and at that time I handed him three complete sets of plans for the Maxwell Road Overcrossing and two sets of plans for the Belt Line Road Overcrossing in order to facilitate the approval of the plans by the Railroad.

Mention was made of a roadway to be constructed under the westerly 50-foot span of the Maxwell Road Overcrossing. We have no

NOTED
P. M. STEPHENSON

knowledge of this proposed road and if it is desired, we should be advised immediately of the roadway width, grade line, etc., so that the approach span can be revised. There is a possibility that it would be more economical to lengthen the end span than to provide roadway space by the use of aretaining wall. The lengthened span would be preferable from the standpoint of the user in that it would provide more sight distance.

At your earliest convenience please provide us with a copy of the revised location with intersecting railroad and highway stations, and with your desires as to any additional road under the west span of the Maxwell Road structure.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/sm
Enclosure

cc: Southern Pacific Railroad Company
Attention: Mr. A. W. Kilborn
Superintendent

Mr. P. M. Stephenson
Mr. H. S. Cox

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

1-2-72

NOTED
R. H. FRANCE

NOTED
H. S. COX

In the Matter of the Application of LANE COUNTY)
by its Board of County Commissioners)
for authority to construct an Overcrossing)
of the tracks of the Southern Pacific Company) File SXF 343
)
at MP 651.28 instead of MP 651.30 in Section 15,)
Township 17 S, Range 4 W.W.M. Lane County, Oregon)

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

The Board of County Commiss[illegible] for [illegible] County respectfully petition the Public Utilities Commissioner to [illegible] the [illegible]wing amendments or revisions to the Application for the Permit [illegible] the [illegible]ell Road Overcross[illegible]g dated October 10, 1962, file SXF 343.

The Petitioner [illegible]

That the prop[illegible] be parallel [illegible] feet southerly from the overcros[illegible] th[illegible] application date[illegible] O[illegible]ber 10, 1962.

This peti[illegible] that the allegations st[illegible] in the [illegible]ication of October 10, 1[illegible] and applicable except as [illegible]after amended or revised as f[illegible]

In par[illegible] line 3, de[illegible] and substitute 75[illegible]

In par[illegible], line 4, delete [illegible].30 and substitute 651.28.

In par[illegible] da[illegible]ly 1962" add "and revised Dec. 1962."

Delete [illegible] parag[illegible] and [illegible]stitute "That [illegible] traffic will continue to use the exist[illegible] Maxwell Road grade crossing until th[illegible]ed overcrossing is opened to traffic".

WHEREFORE, petit[illegible] prays for an order [illegible]tting [illegible] construction of the overcrossing in accor[illegible] with the [illegible] with the [illegible]endments and revisions herewith, [illegible] for the clos[illegible] of [illegible] Lane cro[illegible] at M.P. 651.65, or for such othe[illegible] further ord[illegible] ay [illegible]

Dated at [illegible]e, Oregon, this 2 day of January 1963.

[illegible] Commissioners

Attest:

Willm T. [illegible]
District Attorney

Commissioner

[illegible]
Commissioner

Kenneth Nielsen
Commissioner

Called [illegible]berg
1-7-63, [illegible]
addition of matter of [illegible] after construction.
He said this [illegible] had been [illegible] on

NOTED
H. S. COX

In the Matter of the Application of LANE COUNTY)
by its Board of County Commissioners)
for authority to construct an Overcrossing)
of the tracks of the Southern Pacific Company)
at MP 651.28 instead of MP 651.30 in Section 15,)
Township 17 S, Range 4 W.W.M. Lane County, Oregon)

File SXF 343

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

The Board of County Commiss[illegible] for [illegible] County [illegible]spectfully petition the Public Utilities Commission[illegible] to [illegible] the [illegible]ving amen[illegible]ents or revisions to the Application for the Perm[illegible] [illegible]ll [illegible] Overcros[illegible]g dated October 10, 1962, file SXF 343.

The Petitioner [illegible]

That the prop[illegible] [illegible] be parallel [illegible] [illegible]0 feet southerly from the overcros[illegible] [illegible] th[illegible] application [illegible] Oc[illegible]ber 10, 1962.

This peti[illegible] [illegible] that th[illegible] allegations st[illegible] in the [illegible]ication of October 10, 1[illegible] [illegible] and appli[illegible]able [illegible]xcept as [illegible]after a[illegible]ended or revised as f[illegible]

In par[illegible] [illegible]ine 3, delet[illegible] [illegible]10 [illegible] and substitute 75[illegible]

In pa[illegible], line 4, del[illegible] [illegible]30 [illegible] substitute 651.28.

In par[illegible] [illegible], line [illegible] [illegible] da[illegible] [illegible]ly 1962" add "and revised Dec. 1962."

Delete [illegible] parag[illegible] [illegible] and [illegible]stitute "That [illegible] traffic will continue to use the exist[illegible] Maxwell Road grade crossing until th[illegible] [illegible]ed overcrossing is opened to traffic".

WHEREFORE, petit[illegible] prays for a[illegible] or[illegible] [illegible]tting [illegible] [illegible]uction of the overcrossing in accor[illegible] with the [illegible]inal [illegible] w[illegible] the [illegible]endments and revisions herewith, [illegible] for the clos[illegible] of [illegible] [illegible] crossing at M.P. 651.65, or for such othe[illegible] [illegible]urther ord[illegible] [illegible]ay [illegible] [illegible]

Dated at [illegible], Oregon, this 2 day of January 1963.

Attest:

District Attorney

Bo[illegible] [illegible]y Commissioners

Commissioner

Frank [illegible] Elliott
Commissioner

Kenneth Nielsen
Commissioner

Called [illegible]
1-[illegible]-63, [illegible]
[illegible] of [illegible] [illegible] after construction.
He said the amendment had been mailed on
1-4-63 but he would call [illegible] to see if it could still
be added.
V. T.

NOTED
Harold C. Ayers

NOTED
H. S. COX

12-20-62

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
DON HARWELL

Attention: County & City Relations Division

NOTED
R. H. PRANGE

Subject: Federal Aid Project No. ______________

Highway No. FAS 860

Name of Project Belt Line Overcrossing

NOTED
[illegible] R. JONES

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Eugene, Oregon, this 20 day of Dec., 1962.

Lane County by its
Board of County Commissioners

Chairman

Commissioner

Kenneth Nielsen
Commissioner

The County has acquired the right of way from Prairie Road, (Sta. [illegible])easterly to Station [illegible]. Also, a strip of land 120 feet wide along the easterly side of the Southern Pacific right of way from [illegible] Road northeasterly a distance of [illegible]'. Thus there is access to each end of the bridge without crossing the tracks.

RECEIVED
DEC 19 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 10 1962
ENGINEER
COUNTY & CITY RELATIONS

December 5, 1962

NOTED
H. S. COX

Southern Pacific Company
Union Station
Portland, Oregon

Attn: Mr. Kendrew

Dear Sir:

Hereinafter is an estimate of cost of the approaches to the Maxwell Road Overcrossing. In our phone conversation this morning I told you the estimate would be sent and that there would be a road meeting held by the County Commissioners . On the agenda of this meeting the access to the properties in the northeast quadrant was to be a topic. However, this meeting was not held so, the estimate herein is based on a plan I think will be used but it has no official approval.

On the print of the map herewith enclosed you will notice a 14' wide roadway shown for the access to the properties in the northeast quadrant. The Commissioners may regard the road as shown too detrimental to the properties and require a revision.

The estimate contemplates the use of the Rickoff pit as a source of barrun for base material and also as a source for the embankment in place. An application to the County Planning Commission will be required for the variance to use the pit.

The cost of the right of way was not considered in this estimate.

Herewith is a print of the map and a print of the profile. The estimate is attached hereto.

Yours truly,

Mr. H.O. Walberg,
Administrator & County Engineer
By:
Oscar Norberg
Oscar Norberg,
Principal Engineer

c.c. City & County Relations Engineer, OSHD.

Maxwell Road Overcrossing

SUMMARY

Clearing and Grubbing	Lump Sum	$800.00
Embankment in Place	76,700 CY @ $0.50 ———	38,350.00
Selected Roadbed Topping	8,800 CY @ $0.75 ———	6,600.00
3/4"-0" Crushed Rock in Leveling Cs.	1180 CY @ $2.20 ———	2,596.00
48"inch Concrete Pipe	132 Lin.Ft. @ $13.50 ———	1,782.00
18-inch Concrete Pipe	50"Lin.Ft. @ $3.50 ———	175.00
12-inch Concrete Pipe	100 Lin.Ft. @ $2.50 ———	250.00
Trench Excavation	30 CY @ $2.50 ———	75.00
A. C. Concrete Pavement (2"Tkn)	1025 Tons @ $6.60 ———	6,765.00
Guardrail	2800 Lin.Ft. @ $2.75 ———	7,700.00
		$64,293.00
Engineering & Contingencies 12½%		8,036.63
	Total Estimate	72,329.63

Moving tracks ————

Moving Signals ————

Flagmen ————

Pux 486

10-25-62

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of LANE COUNTY by its Board of County Commissioners for authority to construct an Overcrossing of the tracks of the Southern Pacific Company at M. P. 651.85, in Section 15, Township 17 South, Range 4 West, W. M., Lane County, Oregon.	NO. SXF-242 ANSWER OF OREGON STATE HIGHWAY COMMISSION

Comes now the State of Oregon, by and through its State Highway Commission, Respondent, and for its answer to the application in the above entitled cause and matter respectfully represents:

I

That the proposed crossing is not on any public way which will be under the final jurisdiction of the State Highway Commission and no objection is made to the issuance of such order or orders as may be just and proper.

II

That State's only interest in the proposed overcrossing derives from a construction agreement executed by State and Petitioner wherein State will prepare plans and specifications, let a contract for grading, surfacing and constructing the approaches and structure and supervise the same. Upon completion of said contract, Petitioner shall exercise full jurisdiction and maintenance of said road.

Dated at Salem, Oregon, this 25d day of October, 1962.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By ______________________
J. N. HERSHBERGER
Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

IVAN MERCHANT

Subscribed and sworn to before me this 25th day of October, 1962.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

J. N. HERSHBERGER - Staff Attorney

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

10-10-62

In the matter of the Application of LANE COUNTY)
by its Board of County Commissioners)
for authority to construct an Overcrossing)
Of the tracks of the Southern Pacific Company)
at MP 651.30, in Section 15, T 17S, R 4 W.W.M.)
Lane County, Oregon)

The Petitioner herein Represents:

1. That the name and address oy your petitioner is LANE COUNTY, a political subdivision of the State of Oregon, by its Board of County Commissioners, composed of Mr. Jess Hill, Mr. Kenneth Nielsen, and Mr. Frank Elliott, Commissioners, Courthouse, Eugene, Oregon.

2. By virtue of the authority granted in Section 763.080 Oregon Revised Statutes.

3. That the petitioner proposes to construct an overcrossing on the existing Maxwell Road, County Road No. 1008, the centerline of which intersects the Southern Pacific Company main line at Station 100+00==of the County Road equals 756+10.50 of the Southern Pacific Company main line at MP. 651.30, the angle of intersection in the southeast quadrant being 69°29'50".

4. That the petitioner proposes to construct an overcrossing 547 feet in length with a minimum clearance of 23 feet over the tracks. The track spacing, and side clearance being as shown by the Oregon State Highway drawing 9147-B and by this reference made a part hereof.

5. That the site of the proposed overcrossing is a shown on the vicinity map dated July 1962, and by this reference is made a part hereof.

6. That Z grade crossing is impractical because the Maxwell Road will cross a proposed four lane expressway, and the main line and 16 tracks of the Southern Pacific Company departure yard. These facilities either exist or are planned for construction in the near future.

7. That the only ones affected by the crossing will be the Southern Pacific Company, Lane County, the abutting owners and the traveling public.

8. That the traffic count on April 18, 1962 was 4719 vehicles on this section of Maxwell Road.

9. That the total number of trains per day on the main line now is 6 passenger trains and between 30 and 35 freight trains per day.

10. That the proposed work will be done as a County project with the Southern Pacific Company paying the cost of the bridge and approach roads.

11. That upon completion of construction the structure and road will be maintained by Lane County.

12. That it is proposed that a similar structure will be constructed on the proposed Beltline Road crossing at M.P. 651.85, the County intends to have the proposals for these two structures opened at the same time at a Highway Commission meeting.

13. That it is proposed to close the Bushnell Road at M.P. 651.65 upon the completion of the Maxwell Road overcrossing.

14. That the traffic be detoured around on the Bushnell Road and Prairie Road.

15. That the location of the proposed overcrossing is in the SE$\frac{1}{4}$ of Section 15, Township 17 South, Range 4 West Willamette Meridian, Lane County, Oregon.

16. That it will be desirable by all of the parties concerned with the hearing hereof that it be held at the same time as the Beltline Road overcrossing hearing and for the closure of the Bushnell Road crossing.

for authority to construct an Overcrossing)
Of the tracks of the Southern Pacific Company)
at MP 651.30, in Section 15, T 17S, R 4 W.W.M.)
Lane County, Oregon)

The Petitioner herein Represents:

1. That the name and address oy your petitioner is LANE COUNTY, a political subdivision of the State of Oregon, by its Board of County Commissioners, composed of Mr. Jess Hill, Mr. Kenneth Nielsen, and Mr. Frank Elliott, Commissioners, Courthouse, Eugene, Oregon.

2. By virtue of the authority granted in Section 763.080 Oregon Revised Statutes.

3. That the petitioner proposes to construct an overcrossing on the existing Maxwell Road, County Road No. 1008, the centerline of which intersects the Southern Pacific Company main line at Station 100+00==of the County Road equals 756+10.50 of the Southern Pacific Company main line at MP. 651.30, the angle of intersection in the southeast quadrant being 69°29'50".

4. That the petitioner proposes to construct an overcrossing 547 feet in length with a minimum clearance of 23 feet over the tracks. The track spacing, and side clearance being as shown by the Oregon State Highway drawing 9147-B and by this reference made a part hereof.

5. That the site of the proposed overcrossing is a shown on the vicinity map dated July 1962, and by this reference is made a part hereof.

6. That Z grade crossing is impractical because the Maxwell Road will cross a proposed four lane expressway, and the main line and 16 tracks of the Southern Pacific Company departure yard. These facilities either exist or are planned for construction in the near future.

7. That the only ones affected by the crossing will be the Southern Pacific Company, Lane County, the abutting owners and the traveling public.

8. That the traffic count on April 18, 1962 was 4719 vehicles on this section of Maxwell Road.

9. That the total number of trains per day on the main line now is 6 passenger trains and between 30 and 35 freight trains per day.

10. That the proposed work will be done as a County project with the Southern Pacific Company paying the cost of the bridge and approach roads.

11. That upon completion of construction the structure and road will be maintained by Lane County.

12. That it is proposed that a similar structure will be constructed on the proposed Beltline Road crossing at M.P. 651.85, the County intends to have the proposals for these two structures opened at the same time at a Highway Commission meeting.

13. That it is proposed to close the Bushnell Road at M.P. 651.65 upon the completion of the Maxwell Road overcrossing.

14. That the traffic be detoured around on the Bushnell Road and Prairie Road.

15. That the location of the proposed overcrossing is in the SE¼ of Section 15, Township 17 South, Range 4 West Willamette Meridian, Lane County, Oregon.

16. That it will be desirable by all of the parties concerned with the hearing hereof that it be held at the same time as the Beltline Road overcrossing hearing and for the closure of the Bushnell Road crossing.

WHEREFORE, petitioner prays for an order permitting the construction of the overcrossing in accordance herewith, or for such other and further order as may be proper in the premises.

Dated at Eugene, , Oregon, this 10th day of October, 1962.

Board of County Commissioners
By:

(Sgd. Jess Hill)
Commissioner

(Sgd. Frank A. Elliott)
Commissioner

(Sgd. Kenneth Nielsen)
Commissioner

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

10-10-62

In the matter of the Application of LANE COUNTY)
by its Board of County Commissioners)
for authority to construct an Overcrossing)
of the tracks of the Southern Pacific Company)
at M.P.651.85, in Section 15, T 17S, R 4 W.W.M.)
Lane County, Oregon)

The Petitioner herein Represents:

1. That the name and address of your petitioner is LANE COUNTY, a political subdivision of the State of Oregon, by its Board of County Commissioners, composed of Mr. Jess Hill, Mr. Kenneth Nielsen, and Mr. Frank Elliott, Commissioners, Courthourse, Eugene, Oregon.

2. By virtue of the authority granted in Section 763.080 Oregon Revised Statutes.

3. That the petitioner proposes to construct a County Road to be open and to be used by the public from the Pacific Freeway west to State Highway 99 W.

4. That the proposed Overcrossing on the Belt Line Road, the centerline of the proposed structure at Station 48+18.78 will intersect the Southern Pacific Company main line at M.P. 651.85 with an angle of 69°29'50" in the northwest quadrant.

5. That the petitioner proposes to construct an overcrossing 547 feet in length with a minimum clearance of 23 feet over the tracks. The track spacing, and side clearances being as shown by the Oregon State Highway drawing 8864-D, and by this reference made a part hereof.

6. That the site of the proposed overcrossing is as shown on the vicinity map dated September 19, 1962, and by this reference is made a part hereof.

7. That a grade crossing is impractical because the Belt Line Road crosses a four lane expressway, and the main line and approximately 15 tracks of the Southern Pacific Company Departure Yard. These facilities either exist or are planned for construction in the near future.

8. That the only ones affected by the crossing will be the Southern Pacific Company, Lane County, and the abutting owners.

9. That the total number of train movements per day on the railroad now is 6 passenger trains and between 30 and 35 freight trains per day.

10. That the proposed work will be done under a FAS project with 60% federal participation, 20% State participation and 20% County participation. The cost of the structure being approximately $234,000.

11. That upon completion the structure will be maintained by Lane County.

12. That it is proposed that a similar structure will be built as a County project on the Maxwell Road crossing at M.P. 651.3, the contract of which is to be let at the same time as the Belt Line overcrossing.

13. That it is proposed to close the Bushnell Road crossing at M.P. 651.65 upon the completion of the Maxwell Road overcrossing. The Bushnell Road serving as a detour road for the Maxwell Road overcrossing construction.

14. That the location of the Belt Line overcrossing is in the NW¼ of the NE¼ of Section 15, Township 17 South, Range 4 West Willamette Meridian, Lane County, Oregon.

15. That it would be desirable by all of the parties concerned with the hearing hereof that it be held at the time as the hearing for the Maxwell Road overcrossing permit and for the closure of the Bushnell Road crossing.

WHEREFORE, petitioner prays for an order permitting the construction of the overcrossing in accordance herewith, or for such other and further order as may be proper in the premises.

Dated at Eugene, Oregon, this 10th day of October, 1962.

Board of County Commissioners
By:

(Sgd. by Jess Hill)
Commissioner

(Sgd. by Frank A. Elliott)
Commissioner

(Sgd. by Kenneth Nielsen)
Commissioner

RECEIVED
SEP 25 1962
FOR FILING

MEMO TO FILES, September 20, 1962

RE: Maxwell and Belt Line Roads
Construction of Structures
Lane County - Southern Pacific Railroad Company

REFERENCE: FAS 860, Lane County

On Wednesday, September 19, at 11 a.m., P.S.T., Commissioners Jess Hill and Kenneth Nielsen of Lane County Board of County Commissioners; William Linkletter, Lane County Assistant District Attorney; Mr. T. H. Kruttschnitt, Jr., and Mr. E. A. Kindrew of Southern Pacific Company; and Mr. Verne Jones and myself of County and City Relations Division; met at the Lane County Courthouse regarding the construction and payments to be made on the structures to be built at Maxwell Road and the proposed new alignment of Belt Line Road over the existing Southern Pacific railroad north of Eugene in Lane County.

Matters discussed at this meeting mostly pertained to the costs, right-of-way, design, hearing of P.U.C., schedule for letting, approaches to structures, other roadwork, closure of roads, advance deposit of FAS contract etc.

The cost of the structures will be borne by Southern Pacific Co., with Lane County acting as intermediate agent. The State will send billing (including monthly estimates) to County for checking and verification, and County will forward them to Southern Pacific for payment to be made within ten days after receipt of billing.

The right-of-way will be acquired in its entirety by either Lane County or Southern Pacific at their sole cost.

Designing of said structures has been started by the Bridge Division and the cost of design will be borne by the State as set forth by law.

As of this date there has not been an application filed with the Public Utilities Commission in regard to PUC hearings for the crossing of the above mentioned roads over the Southern Pacific Company railroad. The county will apply for such hearing in the very near future.

The County and Southern Pacific were told that it is presently proposed to advertise this project for bids on January 29, 1963.

The County expressed their desire that the approaches to the Belt Line Road Overcrossing (FAS 860) be included as part of the FAS contract. The County also said they would handle and/or build the roadway leading to and from the proposed structure.

The County proposes to close Maxwell Road during the period of construction and use Bushnell Road as a temporary route for through traffic.

County's share of the cost of the FAS project as required by the State will be billed to the County. County will forward same billing to Southern Pacific Company for payment to State. This will be more clearly spelled out in an agreement between the Lane County Board of Commissioners, Southern

Pacific Company, and possibly the State Highway Commission.

The County plans to send to the State any and all other pertinent data to be used in the planning and design by the State on these above mentioned structures.

Also discussed at this meeting was the following: If the County were to vacate or give quitclaim deed to the Southern Pacific Company for the area within the right-of-way limits on the ground level, could the Southern Pacific give title to County for overhead right-of-way for a structure to be 25 feet (plus or minus) above ground level. This would be a legal question I am sure or possibly the B.P.R. could answer, this being on an FAS county road. Reason for this proposal was Southern Pacific's desire to be free to place additional tracks under the overpass from time to time without having to request PUC hearings each time.

Don Harwell

Don Harwell
Mapping & Records Engineer
County and City Relations Division

DNH:mm

cc: R. L. Porter ✓
Ivan Merchant
F. D. Morgan
L. R. Chandler

RECEIVED
AUG [illegible] 1962
FOR FILING

COMMISSIONERS
[illegible] L. [illegible]SON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 31, 1962

Lane County Board of County Commissioners
1820 Roosevelt Boulevard
Eugene, Oregon

Attention: Mr. H. O. Walberg
County Road Administrator

Gentlemen:

Re: Belt Line Road Overcrossing on FAS 860
Maxwell Road Overcrossing of SP Company

Under separate cover, I am sending you mylar films of our Drawings 8864-D and 9147-B, the plan and elevation, respectively, for the Belt Line Overcrossing, and the Maxwell Road Overcrossing of Southern Pacific Company freight yards. These tracings are for your files, and for your use in making the PUC hearing applications. We have been furnished prints only of the vicinity maps for these two crossings. It will be necessary for your engineering department to revise the vicinity map tracings so that they agree in all respects with the data indicated on the plan and elevation drawings. This will mean considerable revision as the existing and future tracks in their proper location should be shown on the vicinity maps, together with stations, angles, structure layout, and all other pertinent details.

We have never been furnished a grade line for the Maxwell Road Overcrossing, however, it was our understanding that to gain economy in duplication of steel fabrication, the grade line across the Maxwell Road Overcrossing structure would carry the same vertical curve and tangent grades as the grade line for the Belt Line structure.

It is the intention to award separate contracts for the Belt Line Overcrossing structure and fill and the Maxwell Road Overcrossing and fill, and open bids at the same bid opening so that one contractor could bid on both contracts.

Our plan and elevation drawings indicate piling for both structures. Our foundation data indicates definitely that piling will be required for the Belt Line Overcrossing, however, there is a question as to whether or not piling will be required at the Maxwell Road Overcrossing. Additional foundation data will be obtained to verify the foundation condition at the Maxwell Road Overcrossing.

NOTED
P. M. STEPHENSON

The estimates of cost on each of these structures for the structure only is $197, 339, and with 18% added for engineering and contingencies on the Belt Line Road, the total cost is estimated to be $232,900. With 10% for contingencies only for the Maxwell Road Overcrossing, the estimated cost is $217,073. Construction engineering, and any preliminary field engineering which the County has requested the State to do would increase the above figure on the Maxwell Road Overcrossing.

Please advise if there is anything further that we can do in this project, and if there is anything the State can do to further the PUC hearings, please advise.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. P. M. Stephenson ✓
Mr. H. S. Cox

RECEIVED
AUG 1 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

4-61

RECEIVED
1962
FOR FILING

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

8-2708-8

IN REPLY PLEASE REFER TO
911/323
0-PD-60-26

July 16, 1962

Board of County Commissioners
Lane County Court House
Eugene, Oregon

Gentlemen:

On June 14, 1962, we addressed you jointly with Mr. Forrest Cooper and enclosed a copy of a suggested draft of an agreement covering construction of the Maxwell Road and new peripheral road overpasses near Eugene.

By his letter of June 19, Mr. Cooper has furnished his comments and suggestions. If we could have the benefit of yours, we will endeavor to redraft the agreement to comply with Mr. Cooper's thoughts, as well as suggestions you care to make.

We would appreciate hearing from you at an early date.

Yours very truly,

cc: Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

RECEIVED
JUL 18 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 6 1962
FOR FILING

I-44-(-)

July 5, 1962

Mr. W. M. Jaekle, General Manager
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Jaekle:

Attached hereto is the duplicate copy of a permit to enter your right of way in the vicinity of your Mileposts 651.30 and 651.86, to conduct soil exploration borings in connection with the Maxwell Road and the Peripheral Road overcrossings.

I have approved this letter of permit for the State Highway Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.
cc Mr. A. W. Kilborn

bc Mr. Forrest Cooper
Mr. I. D. Merchant
Mr. Fred Klaboe

Southern Pacific Company
65 Market St., San Francisco 5

W. M. JAEKLE
GENERAL MANAGER

C-911276/322

June 29, 1962

Forrest Cooper,
State Highway Engineer,
Oregon Division of Highways,
State of Oregon.

Attention: Mr. G. S. Paxson

Gentlemen:

Southern Pacific Company, under the terms and conditions hereinafter enumerated, hereby permits you to enter upon its property and right of way between Milepost 651.86 and 651.30 near Eugene, Oregon, for the purpose of conducting a soil exploration survey in connection with the Maxwell Road and peripheral road overhead structures, including the drilling of test holes in locations to be approved by this Company for the period of operation ending August 31 _____, 1962.

It is understood that all work shall be done in a good and workmanlike manner at the sole cost and expense of the State of Oregon, and that the tracks, communication lines and other facilities of Southern Pacific Company will not be interfered with, and that the work will be so prosecuted that there will be no interference with or delay to the operations of Southern Pacific Company.

It is understood that you will obtain the written consent of any lessees of Southern Pacific Company at the time in possession of any of the land above described.

This permission is further conditioned upon all work covered hereby being performed by State of Oregon forces, and that such forces shall not work with equipment any closer than fifteen (15) feet from the nearest track. It is understood that your forces will use only public crossings to cross from one side of Southern Pacific Company's track to the other.

Southern Pacific Company shall not be liable for damages to property or injuries to persons arising from the work to be performed by the State of Oregon hereunder.

It is also understood and agreed that upon completion of the work contemplated, you will remove all machinery from the premises of this Company, properly back fill all holes, and leave the ground in a satisfactory condition.

If this arrangement is satisfactory to you, please endorse your acceptance on the attached copy of this letter and return the same to me.

SOUTHERN PACIFIC COMPANY

By

(Title) General Manager

Agreed to and accepted this
5th day of July, 1962.
STATE OF OREGON

By /s/ G. S. Paxson
(title) Deputy State Highway Engineer

RECEIVED
JUL - 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1962
FOR FILING

June 19, 1962

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Peripheral Road and Maxwell Road
Overcrossings, Lane County
Your File 911/3[illegible]
[illegible]

Receipt is acknowledged of your letter of June 14 with proposed drafts of an agreement between the State, Lane County, and the Southern Pacific Company, covering the crossings of your yard north of Eugene. There are several complications in handling this matter in view of the fact that the Peripheral Road is a Federal-aid job and the Maxwell Road is entirely a matter between the County and your company. It is our belief that this can be handled much better if the two projects are kept separate, and I understand that it is your desire that separate contracts be awarded for the two jobs but that they be advertised for receiving of bids on the same day.

The Peripheral Road project can be handled in the same way that we handle all other Federal-aid projects involving railroads. We would only have to have the usual construction agreement setting up the reimbursement to the railroad for its costs, the providing of insurance, the specifying of flagging rates, and the clause requiring submission of bills for reimbursable work within 120 days. The only place where the County would come into this insofar as the construction agreement would be that the easement should be granted to the County. We will have our usual finance agreement with the County, which will be in the same form as is used for all of these Federal-aid projects. For your information, I attach a copy of this finance agreement with the counties.

As far as Maxwell Road is concerned, we enter into it only as the agent of the County in preparing plans and specifications and in supervising the construction. We would normally advertise the contract for construction, along with the other project, at a Highway Commission meeting, would open and tabulate the bids, and refer all bids to the County for its award of the contract. We will have our own agreement with the County covering the supervision of the work. Your agreement with the County on this project should include whatever has been agreed between you as far as right of way and financial participation is concerned. The construction agreement should be between the railroad company and the County, as we will only act as the agent for the County on the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
Enc.

cc Mr. A. W. Kilborn
Lane County Court
Mr. E. O. Walberg
Lane County Road Administrator

bc Mr. Forrest Cooper
Mr. I. D. Marchant
Mr. H. S. Cox
Mr. J. N. Hershberger
Mr. Fred Klaboe

4-61

S-2705-B

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911/323
0-PD-60-26

June 14, 1962

Board of County Commissioners
Lane County Court House
Eugene, Oregon

Mr. Forrest Cooper ☜
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

JUN 1 [illegible] 1962
STATE HIGHWAY ENGINEER

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Gentlemen:

On April 24, 1962, a meeting was held in Eugene, attended by the three County Commissioners and other representatives of Lane County, and representatives of Southern Pacific Company, for a discussion of terms and conditions to be included in a preliminary agreement for the construction of overpasses to carry Maxwell Road and the new peripheral road over tracks and right of way of Southern Pacific Company near Eugene.

We are attaching for both the Board of County Commissioners and for Mr. Cooper three copies of a draft of a proposed three-party agreement between the State, County and Southern Pacific Company. It is believed that this draft covers all the points discussed during our meeting on April 24, and also includes certain information developed from Mr. Paxson by Mr. Kendrew of our Portland Division during a discussion on April 25.

It would be appreciated if both the County and State will review the agreement draft and advise whether or not it is satisfactory. If either party has any comments or changes which cannot be expeditiously handled by correspondence, we suggest that the three parties arrange a conference, and if this becomes necessary, our Mr. Kruttschnitt will be pleased to attend.

JUN 18 1962
RECEIVED

Yours very truly,

H M Williamson

Attachs.

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
JUN 13 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. B. JONES

LOCATION PROSPECTUS
PRAIRIE ROAD-RIVER ROAD SECTION
FAS 860, BELT LINE ROAD
LANE COUNTY

6-8-72

The following prospectus is submitted concerning the above-mentioned section of FAS 860 which is a county road on the Federal-aid Secondary System. Beginning at a connection with Prairie Road northerly of Bushnell Lane thence easterly 1.6 miles to a connection with River Road southerly of Ruby Lane. Overall length of the project is 1.6 miles.

This will be a location survey prepared by Lane County; however, the Highway Department will prepare plans, specifications and estimates for grading and surfacing on new alignment. The project is northerly of the north city limits of Eugene.

Reconnaissance is not necessary. Soils investigations will be conducted. Special drainage studies are not anticipated. An economic analysis is not needed.

The existing ADT upon completion of this project is 3,000 and the projected 1980 ADT is 15,000. This will be a Class "B" future four-lane highway with a typical section consisting of two 12-foot lanes with 8-foot shoulders. Deviations from State and Federal standards are not anticipated.

This being a Lane County field survey, rise and fall and central angle data are not available at this time.

This will be a future freeway-type facility with the extent of access control determined by Lane County. (See Addendum A)
~~This will be a two-lane county road with no control of access.~~
There are no major stream crossings. There will be a railroad grade separation near the westerly end of the project over the Southern Pacific Railroad Company tracks.

The tentative base design for construction is:

Wearing Surface	3-1/2" A.C.
Top Course Base	2 " Level
Bottom Course Base	17-1/2" Coarse Crushed
Total Depth	22-1/2"

(Base design is subject to change upon completion of soils investigation.)

Materials are available from local commercial or county sources.

Agreements with Lane County will be required.

There are no State Parks or roadside rest areas affected by this project.

June 8, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
C. G. Polk
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
V. R. JONES

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JUN 19 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

ADDENDUM "A" TO LOCATION PROSPECTUS
PRAIRIE ROAD-RIVER ROAD
FAS 860, BELT LINE ROAD
LANE COUNTY

The following addendum is to revise and correct the above-named prospectus on FAS 860:

Paragraphs 1 through 5: Correct as per original prospectus.

Paragraph 6: Delete the first sentence and replace with the following: "This will be a future freeway-type facilities with the extent of access control determined by Lane County." The remaining sentences of the paragraph are correct as per original prospectus.

Paragraphs 7 through 10: Correct as per original prospectus.

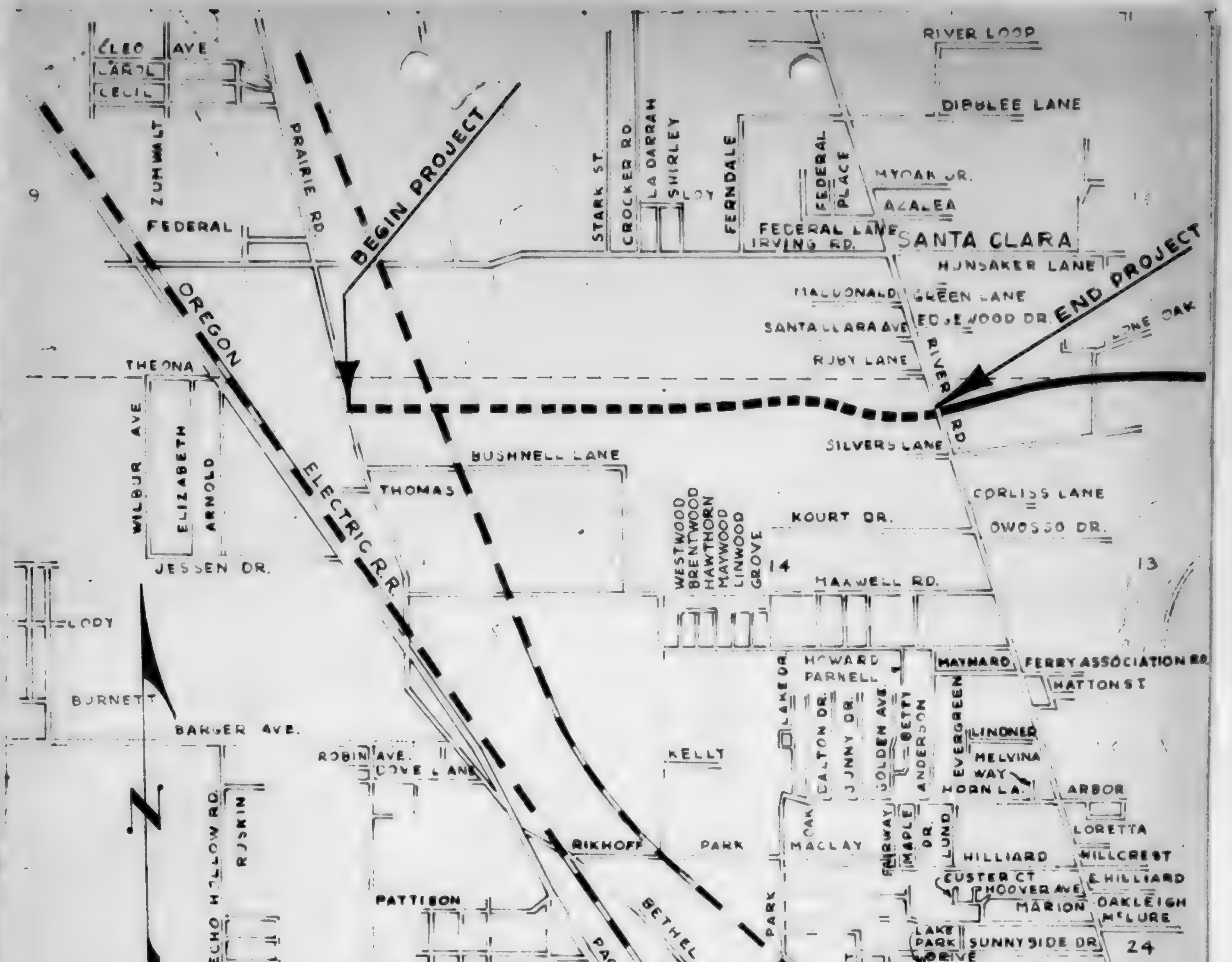
Attachment: Remove and destroy the original attachment and replace with attachment from this addendum.

June 15, 1962

NOTED

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
A. W. Parsons
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



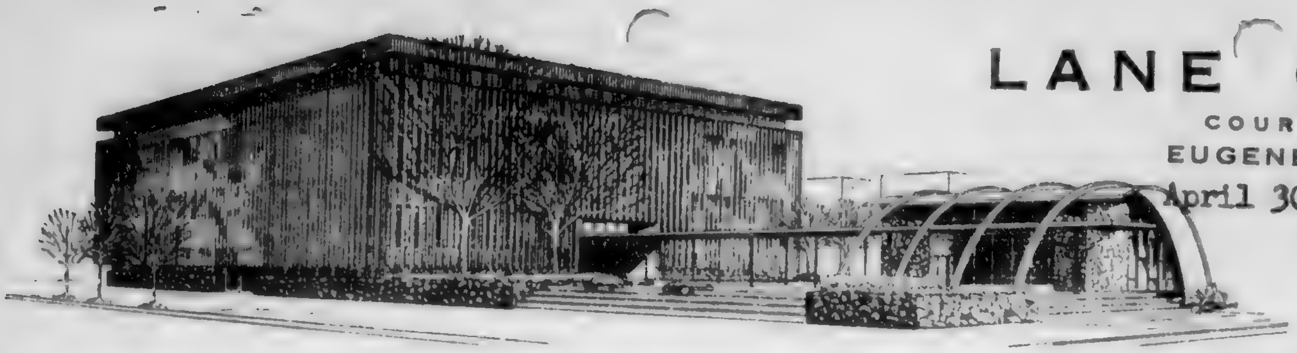
PROSPECTUS MAP

PRAIRIE ROAD – RIVER ROAD
FAS-860

LANE COUNTY

Scale 1" = 2000'

June, 1962



LANE COUNTY
COURT HOUSE
EUGENE, OREGON

April 30, 1962

BOARD OF
COUNTY COMMISSIONERS
KENNETH NIELSEN
JESS HILL
FRANK ELLIOTT

RECEIVED
MAY - 7 1962
ENGINEER
COUNTY & CITY RELATIONS

Mr. Forrest Cooper
Oregon State Highway Engineer
Salem, Oregon

Re: Belt Line Road Overcrossing
Maxwell Road Overcrossing

Dear Mr. Cooper:

ATTENTION: County & City Relations Engineer

This is in regard to the Belt Line Overcrossing and the Maxwell Road Overcrossing that the Bridge Department is designing for Lane County.

Lane County plans to build an expressway with two 24' roadways separated by a 16' median the center line of which is to be parallel and 60' from the easterly right of way line of the Southern Pacific Company.

The purpose of this letter is to give you a description of the proposed expressway to determine the span openings.

Ypurs truly,

Board of County Commissioners
By:

Jess Hill
Commissioner

Frank A. Elliott
Commissioner

Kenneth Nielsen
Commissioner

c.c.Mr. Kendrew SP Co.
Union Station,Portland 9, Oregon
Mr. Ivan Merchant,State Bridge Dept.
Salem, Oregon

No additional expense

RECEIVED
MAY - 7 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 27 1962
FOR FILING

Salem, Oregon
April 26, 1962

Peripheral Road and Maxwell Road
Undercrossings of Southern Pacific
Yards North of Eugene

Mr. I. D. Merchant
Bridge Engineer
BUILDING

Mr. Kendrew, of the Southern Pacific Company, was in the office yesterday and advised me that the Railroad and the County want to let the two structures as one contract and let a second contract which would include grading of the approaches for each structure. The Peripheral Road job is to be a Federal-aid Secondary county road project, while the Maxwell Road will be entirely County funds. I see no reason why this cannot be done if the unit quantities and prices are bid separately on each project.

I am also advised that the County is thinking in terms of a 40-foot roadway at Peripheral Road and a 2-lane job at Maxwell Road, probably a 30-foot roadway with a 5-foot sidewalk on the south side.

The Southern Pacific Company is anxious that they have a layout and elevation and a preliminary estimate of cost on the Maxwell Road structure as soon as practicable. We will have to have the layout and elevation anyway for the County to make P.U.C. applications.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. R. L. Porter
Mr. E. S. Cox

PROPOSED PROJECT
LANE COUNTY (1963 FAS Funds)

FAS 860, Belt Line Road: Prairie Road-River Road Section. Grade, oil, and railroad overcrossing, 1.6 miles. $197,000.

The proposed project consists of grading, surfacing, and placing a 24' 0-11 oil wearing surface with 8' shoulders. An overcrossing structure approximately 400' long will be constructed over the Southern Pacific mainline and proposed adjacent yards. The County has made a location survey of this section and will provide the data to the Highway Department. The County has also acquired most of the right-of-way.

The $197,000 represents the amount of FAS funds available to Lane County at present and this will be supplemented with additional FAS funds when they become available.

Approved 3/2/62

62-b
2/6/62

FAS 860

FORM E-[illegible]X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
Harold C. Ayers

NOTED
H. S. COX

September 27, 1961

NOTED
Harold C. Ayers

Board of County Commissioners
Lane County
Eugene, Oregon

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

Gentlemen:

Re: Peripheral Road Overcrossing
of S.P.R.R. Freight Yards
Bridge No. 8864

Your letter of July 28 requested that we lengthen the subject structure on the easterly end to overcross a road connecting Maxwell Road and Irving Road.

I am enclosing seven prints of our Drawing Nos. 8864-B and 8864-C indicating the extended structure.

Drawing No. 8864-C is an alignment sketch revised slightly from the sketch attached with your letter of July 28. Drawing No. 8864-B indicates the easterly approach and a typical section of the connecting road under the structure.

We have indicated a minimum of six-foot shoulder on each side of the connecting road outside of 22 feet of pavement. We believe this would be about the minimum section that you would care to use for the traffic involved. However, this necessitates a revision from your alignment sketch in that the center line of the proposed roadway would lie 22 feet from the railroad right-of-way rather than the 20 feet indicated on your sketch. This additional clearance is to provide the shoulder width, slope area, and space for the Bent No. 5 columns.

Our estimate of cost for the revised structure, based on the same unit costs as given you previously, is $234,207. Quantities and costs for comparison with the previous estimate furnished you by letter of April 26 are as follows:

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SEP 28 1961
ENGINEER
COUNTY & CITY RELATIONS

Structural Excavation	343	c.y.	at	$6.00	$ 2,058.00
Piling, Furnish	4880	ft.	at	4.50	21,960.00
" , Drive	156	only	at	50.00	7,800.00
Class "A" Concrete	858	c.y.	at	65.00	55,700.00
Metal Reinforcement	203,500	lbs.	at	0.13	26,455.00
Structural Steel	298,800	lbs.	at	0.23	68,724.00
Handrail	964	feet	at	6.00	5,784.00
Railroad Costs					10,000.00
					$198,481.00
+ 18% Engr. & Contingencies —					35,726.00
Total					$234,207.00

As explained previously, no foundation exploration has been made, and the items for furnishing and driving piling in an amount of approximately $29,000 will probably not be required.

The same unit costs have been used for this estimate as was used previously, however, as you know, there has been an increase in construction costs. We are not sure yet how much the new labor costs to the Associated General Contractors will affect structure costs, however, I would imagine that unit prices could be up as much as 5%.

Please advise if there is anything further that you wish us to do on this project at this time.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

Enclosure

cc: Mr. Cy Cox ✓
County/City Relations Engineer

FAS 860

July 28, 1961

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon

Re: Peripheral Road O-Xing.
S. P. Tracks

Dear Sir:

This is in regard to the extension of the east end of the Peripheral Road Overcrossing to allow room for a two lane road along the easterly R/W line of the Southern Pacific Company/

Lane County is purchasing a 60' strip of R/W contiguous to the easterly R/W line of the Southern Pacific Company for a road to connect Maxwell Road with Irving Road.

Herewith is a vicinity map of the site showing the alignment shifted toward the railroad 10' to allow a shorter structure. If you think this alignment should be different from that shown on the map please let us know.

The purpose of this letter is to request the extra length of structure to provide room for the two lane roadway as shown on the vicinity map.herewith enclosed.

BOARD OF COUNTY COMMISSIONERS
By:

Encl: 3 Maps

Commissioner

Commissioner

Commissioner

File

RECEIVED
AUG 9 1961
ENGINEER
COUNTY & CITY RELATIONS

FORM E-123-X 50M 6-50

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
C. G. SWENSON

RECEIVED
APR 26 1961
ENGINEER
COUNTY & CITY RELATIONS

April 26, 1961

Southern Pacific Company
Union Station
Portland 9, Oregon

Gentlemen:

RE: Peripheral Road O'xing. of SPRR
Freight Yard, Job No. 8864

Reference is made to your letter of April 20, requesting a detailed estimate of the proposed overcrossing on the Peripheral Road North of Eugene in Lane County Oregon. Estimates have been worked up on this project on a preliminary basis only for three different conditions, (1) No sidewalks (2) Sidewalk on one side only (3) Sidewalk on both sides. To date no decision has been made by the County as to which of these conditions they desire, however, I do not believe that sidewalks on this structure would be advisable. Our estimate for the structure without sidewalks is $215,500, with one sidewalk $218,200, with two sidewalks $218,800. A preliminary estimate for the structure without sidewalks is as follows:

ITEMS	UNIT	QUANTITY	RATE	AMOUNT
Excavation	Cu. Yds.	290	6.00	1,740.00
10 BP42# Piling	Lin. Ft.	4,340	4.50	19,530.00
10 BP42# Piling	No.	138	50.00	6,900.00
Class "A" Concrete	Cu. Yds.	742	65.00	48,230.00
Metal Reinforcement	lbs.	172,000	.13	22,360.00
Structural Steel	lbs.	298,800	.23	68,724.00
Handrail	Lin. Ft.	862	6.00	5,172.00
Railroad Costs				10,000.00
	Subtotal			182,656.00
	Engineering & Contingencies 18%			32,844.00
	TOTAL COST			$215,500.00

NOTED

At this time no foundation exploration has been made and there is a possibility that the items for furnishing and placing steel bearing piles would be reduced approximately $25,000. It has been our practice to place embankments prior to the bridge construction to permit better compaction and drive steel bearing piles through this fill for the end bent construction. In the present instance the use of steel bearing pile bents at the bridge ends cannot be determined definitely as it will depend on whether or not the embankment is in place at the time of bridge construction.

Please advise if there is any further data that we can furnish you on this project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/kcm
cc: Lane County Court
ATTN: Mr. H. O. Walberg, Administrator

~~Clarence Swenson~~, County City Relations Engineer

RECEIVED
MAR 15 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 14, 1961

Board of County Commissioners
240-20th Avenue, West
Eugene, Oregon

Attention: Mr. H. O. Walberg,
Engineer

Gentlemen:

Re: Peripheral Road Overcrossing of
S.P.R.R.
Bridge No. 8864

Enclosed please find eight prints of our Drawing Nos. 8864-B and four prints of Drawing No. P17479F. Drawing No. 8864-B is the proposed plan and elevation drawing of the overcrossing structure across the S.P. Company's freight yards on the Peripheral Road. Drawing No. P17479F is a drawing prepared by the Southern Pacific Company indicating tentative ultimate construction in their Eugene yard.

The layout as indicated on the plan and elevation provides the number of tracks requested by the Railroad Company in their ultimate development, however, there are slight changes in track arrangements. Representatives of the Railroad Company from the Portland Division have indicated tentative approval for this track arrangement. I am sending the eight prints so that you may send prints of this proposed crossing to the Railroad.

The Railroad have indicated that in the very near future they would like to have a meeting with the County, and if you so desire, a representative of this office to agree on construction proposals as they are anxious to start construction on their trackage in the yard area.

There seems to be some question as to whether this crossing will be on the FASC system or whether this would be purely a County project. In either case it would be the County's responsibility to provide the right of way across Railroad property.

I will be very happy to meet with your Board and the Railroad Company at some time in the near future if you so desire.

NOTED
G. S. PAXSON

Alternate structural arrangements have been studied for this crossing and the one indicated in the plan and elevation is the most economical and most satisfactory from the structural standpoint.

This structure is estimated to cost $215,900. No sidewalks have been provided. However, if one sidealk is desired, total cost would be $218,000, and if two sidewalks are desired, the total cost would be $218,800. In all cases the total cost include 18% for engineering and contingencies. No foundation investigation having been made, steel bearing piling have been assumed for foundations. This would be a contingent item and may be eliminated in the final design. The cost of foundation of piling including 18% would be in the neighborhood of $28,000.

Please advise if there is anything further that you wish us to do in order to further this project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. Clarence Swenson
Mr. G. S. Paxson ✓

RECEIVED
[illegible]
OREGON
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

MEMO TO FILES
11/18/60

NOTED
Harold G. [illegible]

Peripheral Route
FAS 860, Lane County

Mr. H. S. Cox and I met with the Lane County Board of Commissioners, Mr. Walberg, and Mr. Strombom, on 11/10/60, and discussed the S.P.R.R. overpass on the Peripheral Route, FAS 860. The commissioners decided they wished to negotiate further with the railroad with regard to the amount of financing to be furnished by the S.P.R.R. They indicated that it would not be necessary for our bridge division to expedite the designing of the structure. The Board was informed that Mr. P. M. Stephenson had stated to us that the State Hiway Dept. would share in the procedure necessary to the PUC hearing. Preliminary testing work at the crossing site should be done when possible. It is possible that the overcrossing structure may eventually be included in a county FAS project.

Verne R. Jones
County & City Relations Field Engineer

VRJ:mm

NOTED
JOHN D. GRAHAM

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR AND
COUNTY ENGINEER

H. O. STROMBOM
ASSISTANT

November 3, 1960

Mr. Clarence Swenson
City and County Relations Engineer
Oregon State Highway Department
Salem, Oregon

Re: Belt Line Road - Lane County
Overpass on S.P. R. R. Co.
Tracks. F.A.S. Route 860

Dear Mr. Swenson:

In our letter of November 1, we mentioned that a consultation with the Board of Commissioners would take place relative to the ultimate grade line "B", which contemplates overpassing the Prairie Road, and U.S. 99 West and the Oregon and Electric Railroad tracks adjacent.

In the road meeting today the Board of Commissioners agreed on the "B" line to serve the Southern Pacific Railroad Company overpass design. As a practical matter it might be very possible that for financial reasons we may have to stop the road on grade at the Prairie Road until money and traffic requirements make it necessary to proceed across U.S. 99 West.

In your letter of September 12th, you asked that the revised layout of the overpass be reviewed. This layout received the general approval of the Board of Commissioners today. In your letter of September 12th, you also stated that prints of the tentative overpass had been sent to the Southern Pacific Company for their approval. We would appreciate being advised of the Southern Pacific Company's reply.

Yours truly,
H. O. Walberg
H. O. Walberg
Administrator

HOW/hw
cc Board of Comm.

RECEIVED
[illegible] 1960
OREGON [illegible] DEPARTMENT
[illegible]

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3186
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR AND
COUNTY ENGINEER

H. O. STROMBOM
ASSISTANT

NOTED
H. S. COX

November 1, 1960

NOTED
Harold C. Ayers

Copies given
to Ivan Merchant
Nov 4. 1960

Mr. Clarence Swenson,
City & County Relations Engr.
Oregon State Highway Department
Salem, Oregon

Re: Belt Line Road - Lane Co. Overpass
on S.P.R.R. Co. Tracks - Sec 15, T 17S,
R 4W, W.M.

Dear Mr. Swenson:

In past discussions with you and Mr. Merchant of the bridge department, some added information from us was needed to pursue the job of attaining P.U.C. approval of the long overhead across the S.P.R.R. tracks, and then ultimately the design of the overhead itself.

We are sending you herewith the following prints of maps:

Item 1: Four prints of the Vicinity Map of the Peripheral (Belt Line Road) overcrossing the S.P.R.R. tracks, and profile of the ground at the crossing of the tracks now existing.

Item 2: Three prints of Preliminary Profiles of the Belt Line Road from Station 10+00 to 80+00.

Item 3: Two prints of a proposal for Half Clover Leaf at Junction 99 West and the Belt Line Road.

Under Item 1 you already have a map, from Mr. Kendraw of the S.P. Company, of the numerous tracks planned for the future at this point. The elevation of the top of the rail is shown for the present tracks.

Under Item 2 you will note two profiles shown, namely "A" and "B" for study purposes.

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NOV 3 - 1960
ENGINEER
COUNTY & CITY RELATIONS

We believe that profile "B" approaches the ultimate grade line over the structures and contemplates overpassing Prairie road in the future.

The A.D.T. count on Prairie road north of Belt Line = 2220.
The A.D.T. count on Prairie road south of Belt Line = 2300.

It would seem preferable to design the S.P.R.R. overhead using grade line "B", and also have a temporary grade crossing at the Prairie road. The decision on this matter will be brought up before the Board of Commissioners for their opinion on the matter.

Under Item 3 the Half Clover Leaf at the Junction of Belt Line and 99 West is a preliminary study that will need some refinement when the final location line is run west of 99 West. The Oregon Electric right-of-way agreement requires an overcrossing of their existing track and an additional track along the east side of the existing one.

We shall appreciate any constructive criticism on any of the above design proposals.

Yours truly,
H. O. Walberg
H. O. Walberg
Administrator

HOW:mk

Encl.
cc: Brd of Comm.

RECEIVED
[illegible] 1 1960
OREGON STATE HIGHWAY DEPARTMENT
[illegible] DIVISION

FORM E 123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

NOTED
H. S. COX

September 12, 1960

Lane County Board of County
Commissioners
1820 Roosevelt Boulevard
Eugene, Oregon

NOTED
C. G. SWENSON

~~Attention:~~ Mr. H. O. Walborg

Gentlemen:

Re: Peripheral Road Overcrossing S.P.R.R.
Bridge No. 8864

Enclosed please find two prints of our Drawing No. 8864-B covering plan and elevation of the proposed overcrossing of the Southern Pacific Company's yard on the Peripheral Road.

Span arrangements and overall span length have been revised somewhat from the original layout.

Prints of this sketch have been sent to the Southern Pacific Company for their approval, and as soon as that approval is received, a Public Utilities Commission permit drawing will be prepared.

As mentioned to you previously it will be necessary for us to have a vicinity map before the Public Utilities Commission application can be made.

The structure indicated is estimated to cost $192,000, which sum includes 18% for engineering and contingencies. Also, this estimate has been based on the use of piling throughout although I believe that when a foundation investigation is made it will permit the use of spread footings, and further reduce the overall cost.

At such time as you send us the vicinity map for the proposed crossing would you please indicate your approval of the layout indicated.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. Clarence Swenson ✓

S-225(6) Marine Dr.-N.E. Shaver St. Sec., 1963
FAS 654 (N.E. 122nd Ave.), Grad.
#6310 & Storm Sewer

RECEIVED
JAN 25 1965

FOR FILING

January 21, 1965

Glens Falls Insurance Co.,
Pacific Coast Department
Cahill Bldg., 350 Sansome St.,
San Francisco, California 94104

Gentlemen:

On October 30, 1964 we wrote to you concerning release of final payment on contract #6310, awarded to C. J. Montag & Sons, for Grading-storm sewers on the Marine Drive-NE Shaver St., Section of the FAS 654 (N.E. 122nd Ave.) in Multnomah County.

Final payment on this contract is $3,942.[illegible]2 and the total contract amount is $119,362.09, including $2,166.17 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

[illegible]

cc: C. J. Montag & Sons
7[illegible]05 N. E. Halsey St.,
Portland, Oregon

cc: Edward C. Larkins Agency
Woodlark Bldg.
Portland 5, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
NOV 24 1964
FOR FILING

November 24, 1964

C. J. Montag & Sons
7505 NE Halsey Street
Portland
Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 24, 1964, considered your request for 10 additional workdays to complete contract #6310 for grading-storm sewer on the Marine Drive-NE Shaver Street Section of FAS 654 (NE 122nd Avenue) in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for the 10 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: L. E. Johnson
Multnomah County Engineer
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
OCT 29 1964
FOR FILING

6310

October 27, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 5 on Contract No. 6310. The contract was with C. J. Montag & Sons and was for grading and storm sewer on the Marine Drive-N. E. Shaver Street Section of FAS 654 (N. E. 122nd Avenue) Section in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 27, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

LPS:bbc

RECEIVED
OCT 26 1964
FOR FILING

6310

October 23, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 4
November 24, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from C. J. Montag and Sons, contractor on the Marine Drive-N. E. Shaver Street Section of N. E. 122nd Avenue in Multnomah County, Contract No. 6310. The request is for an additional 10 days, increasing the workdays from 75 to 85 based on rain and wet ground conditions.

The Engineer's records do not show any delay caused by rain and the wet ground conditions are present the year-round. No protests were ever submitted by the contractor, as required by the Supplemental General Provisions if the contractor does not agree with the Engineer's workday charges.

We, therefore, recommend that the request be denied.

This matter will be presented to you at the meeting on November 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

DES:bjm bbc

The following is a description of work performed on the dates listed in the contractor's request for increase in number of workdays.

1963 Oct. 21 Installed 40' X 60" C.S.P. inside Shoring. Once installed the Shoring was removed, another 10' section excavated, Shoring placed then pipe installed.

Oct. 22 Installed 70' X 60" C.S.P. Same conditions as Oct. 21. 310 Cu.Yd. Special fill placed by Subcontractor.

Oct. 23 70' X 60" C.S.P. installed as above. Subcontractor placed 392 Cu.Yds. of special Fill.

Oct. 25. 184' X 30" C.S.P. installed. Placed 504 Cu.Yds.of Special Fill (Sand)

Nov. 1 Subcontractor completed Special fill by placing 120 Cu. Yds. Installed two 8" laterals to inlet locations, total 30'. Set M. H. forms at "several" locations. Exact number unknown.

Nov. 4 Subcontractor dressed slopes of Sand Fill, 375' of Trench previously backfilled was excavated to 1' depth to receive base rock. (In shoulder of traveled roadway)

Nov. 5 Base rock placed in 375' of trench excavated on Nov. 4. Installed 45'X8" C.S.P. to two inlet locations. Special M. H. Forms delivered to project.

Nov. 6 Forms set for Special M.H. 45' X 8" C.S.P. INSTALLED TO inlet locations. Backhoe excavated additional trenches for 8" C.S.P.

Nov. 12 Forms set for one M. H. Poured top to one M.H. & Wall to one M.H. Loader placed backfill around 60" C.S.P.

Nov. 13 Removed forms from one M. H. Set forms for one M. H. Backhoe excavated trench for 21" C.S.P. approx. 30'.

Nov. 18. Backhoe excavated trench for 2 inlet connections. Installed 12' X 12" pipe at one location. Forms set for one M. H.

Nov. 19 Backhoe excavated for 8" C.S.P. Installed 36' X 12" C.S.P. Set forms for one M. H.

Nov. 20 Installed 42' X 8" C.S.P. at two locations. Poured top to one M. H. Poured walls to one M. H.

Nov. 21. Previously installed 102' X 15" C.M.P. extended 20' and backfill commenced over the 122' X 15" C.M.P.

Nov.22. Forms removed from one M.H. 57' X 8" C.S.P. installed. Completed backfilling of trench started on 21st.
On the above dates the crew consisted of six men, one operator and one foreman and full 8 hour day was worked.

1964 June 11 Weather Fair, High 70°. One motor grader smoothing roadway for stakes.

June 12 Weather Fair, High 70°. Two scrapers arrived on project, but did not work. Grader continued as on 11th.

June 26th. Weather cloudy, High 68°. Two scrapers, one dozer, one blade and one roller worked this date.

July 3 Weather overcast, High 62°. Equipment working as on June 26th.

Sept. 29,1964

Spencer Hill, Ass't Const. Engr.

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1964

SUBJECT: Extension of Time
Marine Drive-N. E. Shaver Street
N. E. 122nd Avenue
Contract No. 6310

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from C. J. Montag & Sons, contractor on the subject project for an extension of time to complete the project without the assessment of liquidated damages.

The contractor's request is for an extension of 10 days and he cites rain and wet ground conditions as reasons for this requested extension. He also cites the Supplemental General Provisions, stating that since there was no obstruction of traffic or interference with the traveling public that there would be no additional cost to the State.

The rain did not hamper the contractor's efforts during October and November of 1963 since his major work at this time was constructing the large storm sewer outfall. During the time mentioned by the contractor in June and July of 1964, there was no rain and the wet ground is a year-round condition.

Because of the reasons listed above and because no protest of work-days charged was ever submitted by the contractor, as required by the Supplemental General Provisions, we recommend that the requested extension be denied.

The project was completed August 5, 1964, at which time 83 days had been charged. This represents an over-run of 8 days, or $1,120.00 in liquidated damages.

This is a Federal-aid Secondary project and Bureau of Public Roads concurrence is not required.

A rough draft of a letter to the Highway Commission is attached.

NOTED
LLOYD P. SHAW

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

RECEIVED
OCT 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DES:bjm
Attachments
cc: L. H. Young
A. E. Johnson

RECEIVED
OCT 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 6268 folder #2 Ends with: Contract # 6310

FLASH CARDS: Begins every Contract

Remarks: #6268 folder #2 continued from reel 114
#6310 continues on reel 116

Reel No. 115 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 21st day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvas Storm